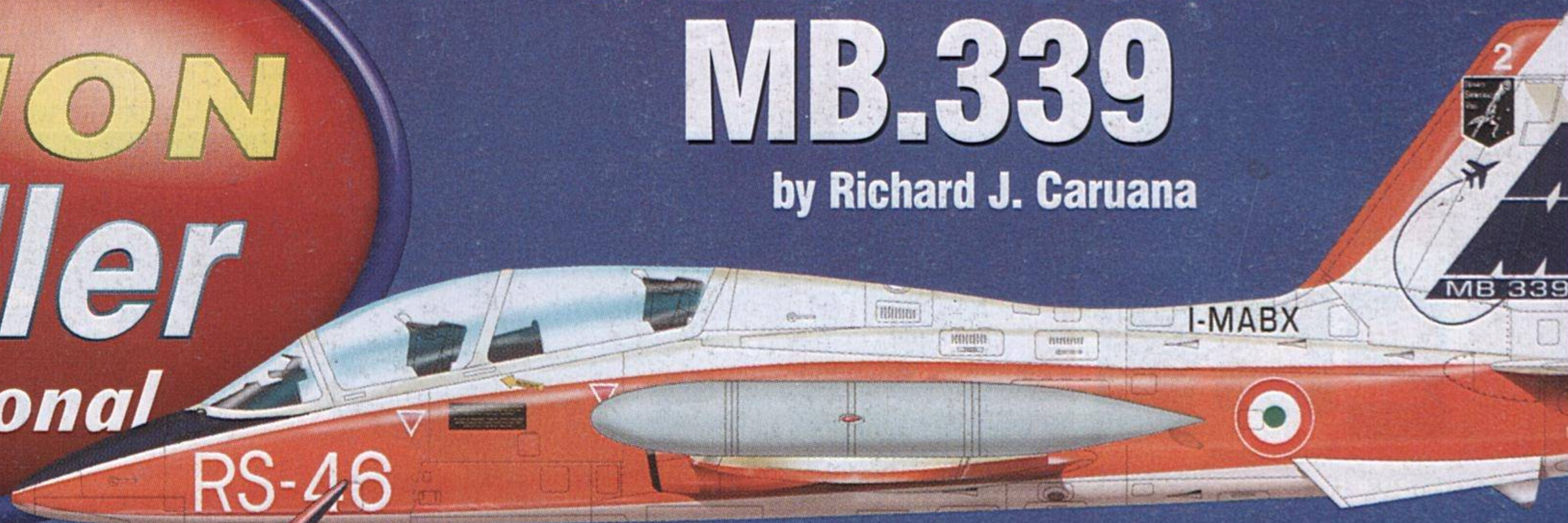


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# Scale AVIATION Modeller International

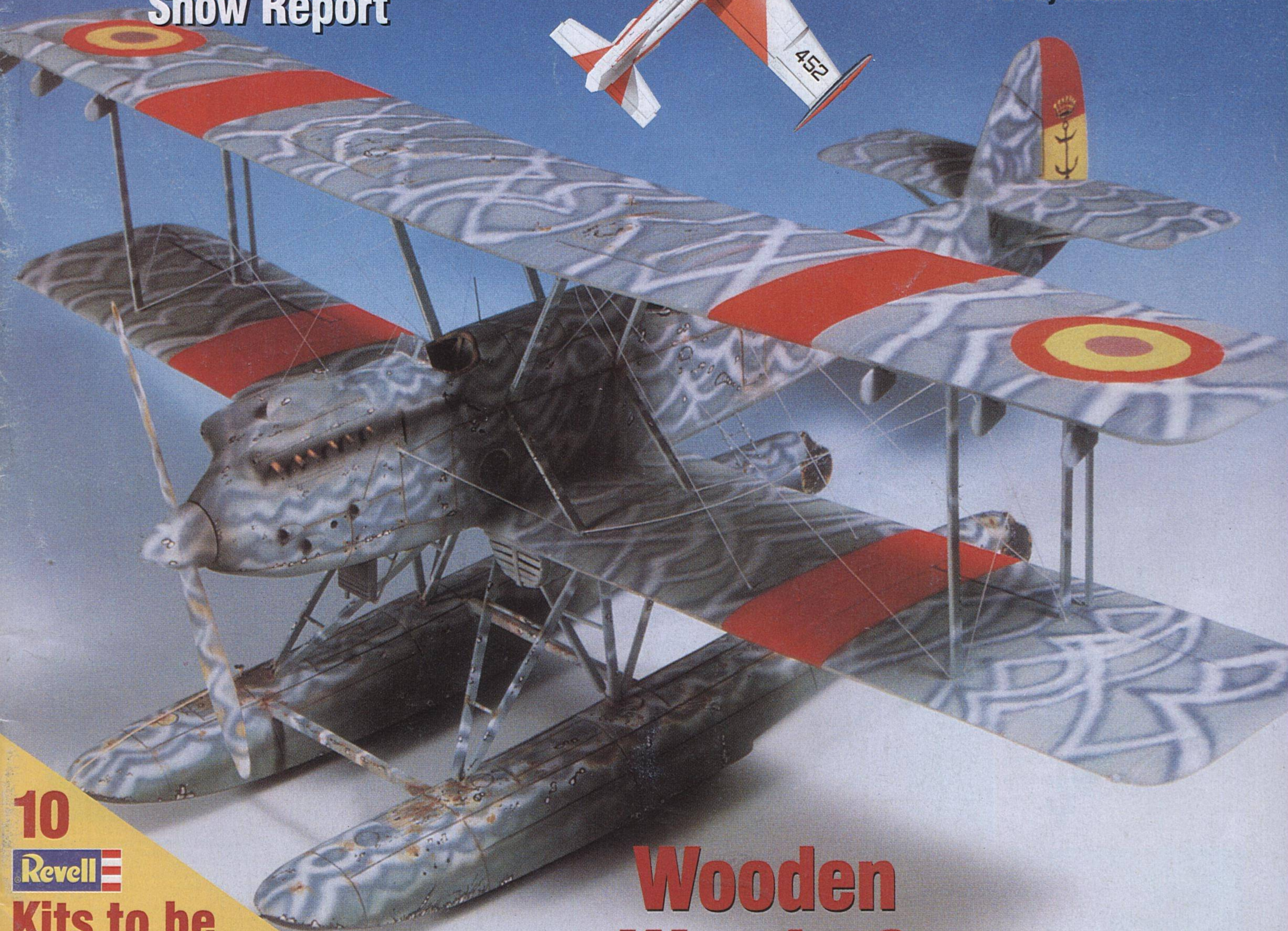
## AerMacchi MB.339

by Richard J. Caruana



## AMT Spain

Show Report



## Liberator!

Pt.1 by Arthur R. Silen

10

Revell

Kits to be  
WON!

See page 565

COMPETITION



## Wooden Wonder?

by David Batt

Volume 5 Issue 7 July 1999 £2.50



19 PAGES OF NEWS & REVIEWS • MODELS • ACCESSORIES • DECALS



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for Professional Modellers



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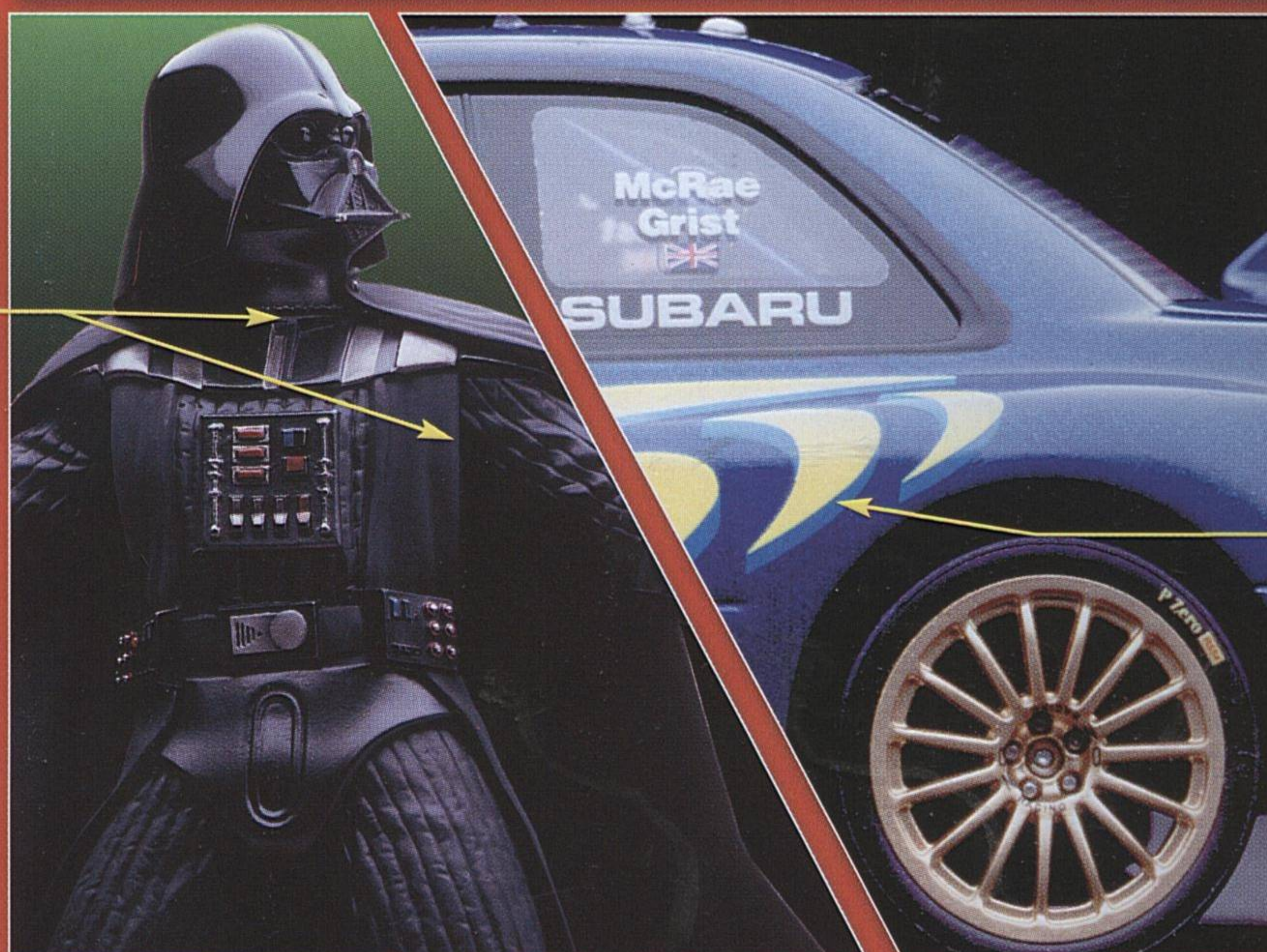
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Email: samkit@globalnet.co.uk

**PUBLISHER**

Steve Elliott

**EDITOR**

Richard A. Franks

**EDITORIAL ASSISTANT**

L.S. Lever

**PRODUCTION & ART DIRECTION**

Simon Sugarhood

**AVIATION ILLUSTRATIONS**

Richard J. Caruana; Michele Marsan;  
Anthony Oliver

**CONTRIBUTORS**

David Batt; Richard J. Caruana;  
Anthony Oliver; Arthur R. Silen

**REVIEW TEAM**

John Chisholm; Kenneth Clapham;  
Tony Clayton; Darren L. Cooksey;  
Paul Gold; Mike Jerram;  
Dr Alexander Mann; Stuart MacKenzie;  
Fred Tooke; Scott G. Welch; Deon Whittaker

**SHOW REPORTER**

Robert Day

**EDITORIAL E-MAIL**

SAMed@compuserve.com

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**Samples for Review**

Scale Aviation Modeller is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Please note that the staff at DMZee/SAM Publications cannot help with general enquires about contact details for companies, importers or model shops whose products may be mentioned in Scale Aviation Modeller International if the address information is not included with the review etc.

Please check the advertisements in this journal for all suitable UK sources and only contact the firm directly if it is noted that there is 'no UK source'. We are sorry, but we cannot help with the details of companies which do not advertise in this magazine. Thank you.

# Contents

Volume 5 Issue 7



## Editorial

Not much to say this month, except to point out that we are once again at the 'usual' 64 page format. The return to this format for the Summer months is due to a number of factors. The first is that this time of year is notoriously quite, with many companies and individuals taking a well earned break. Modellers as well will be taking a break from their hobby, and doing all those terrible household tasks such as mowing the lawn and redecorating the house. A large number of people will of course be off on their Summer holidays and here at SAM Publications we will be off to visit America for the IPMS/USA Nationals. All of

these factors mean that the

Summer months are a period of reduced activity for most modellers, and for this reason we will be running with the 64 page format for the next few months. With a return to the 'modelling time of year' we will be back up to 80 pages per month, and in the meantime we will include a few 'offers' each month for our readership. This month you have the chance to win one of ten superb kits courtesy of Revell®.

*Richard A. Franks*

Editor

## News & Reviews

### 516... News Update

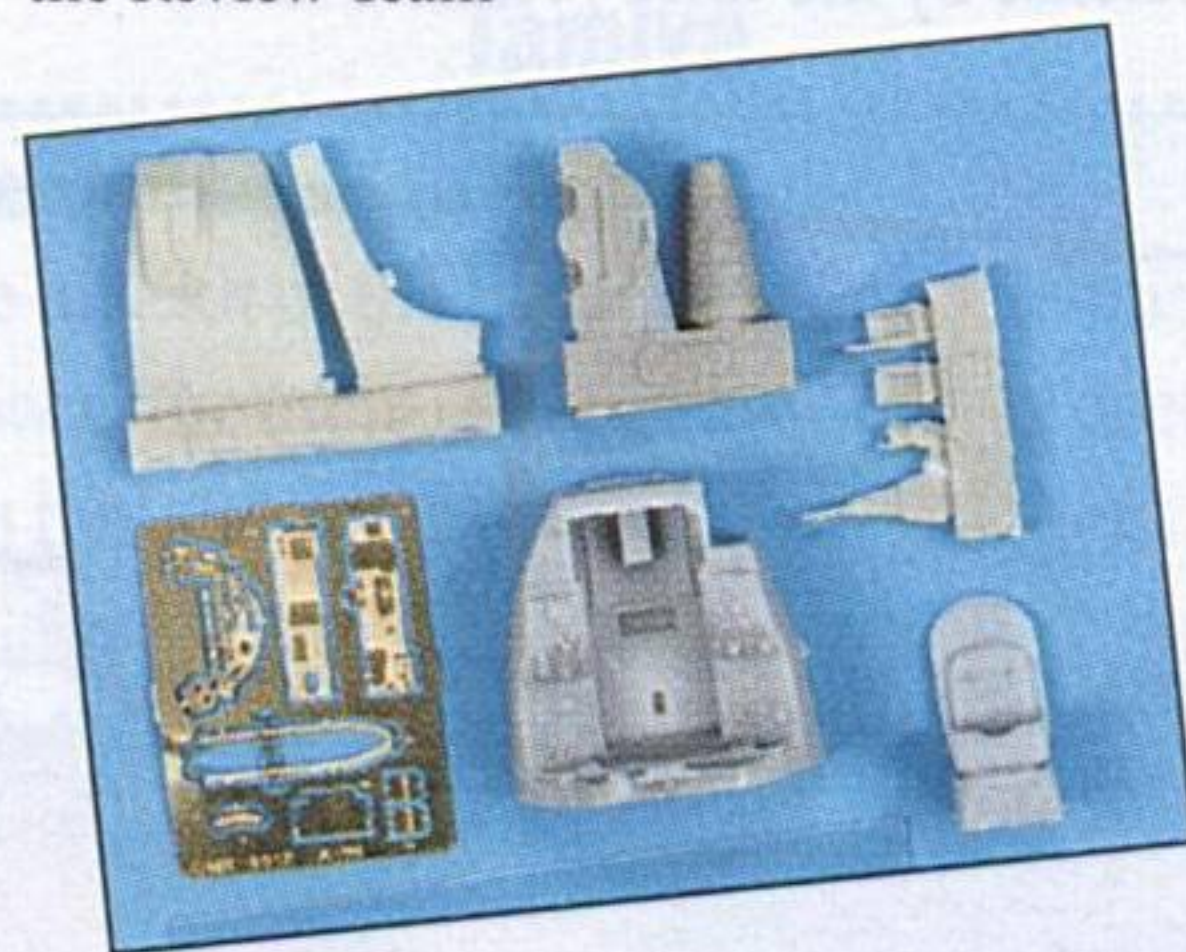
All the latest modelling news

### 518... Previews

Our initial look at the new kits we have received for review

### 520... Reviews

A selection of the most recent kits, built by the Review Team



### 530... Accessories

An assessment of recent products from Aires Hobby Model, PART and Cutting Edge

### 536... Decals

The latest sheets from IsraDecal, Americal/Gryphon, Tauro Model sas, Cutting Edge & Yellowhammer Models

### 565... Special Preview

The Blackburn Skua from Warrior Models

## Regulars

570... The Bookshelf - including News Update

572... Clubs & Societies

572... Advertisers' Index

573... Forthcoming Events & Events Diary

573... Readers' Classified Advertisements



**Cover:** Vickers (Spanish) 'Vildebeest', built by M.G. Lloret. See page 566.

## Features

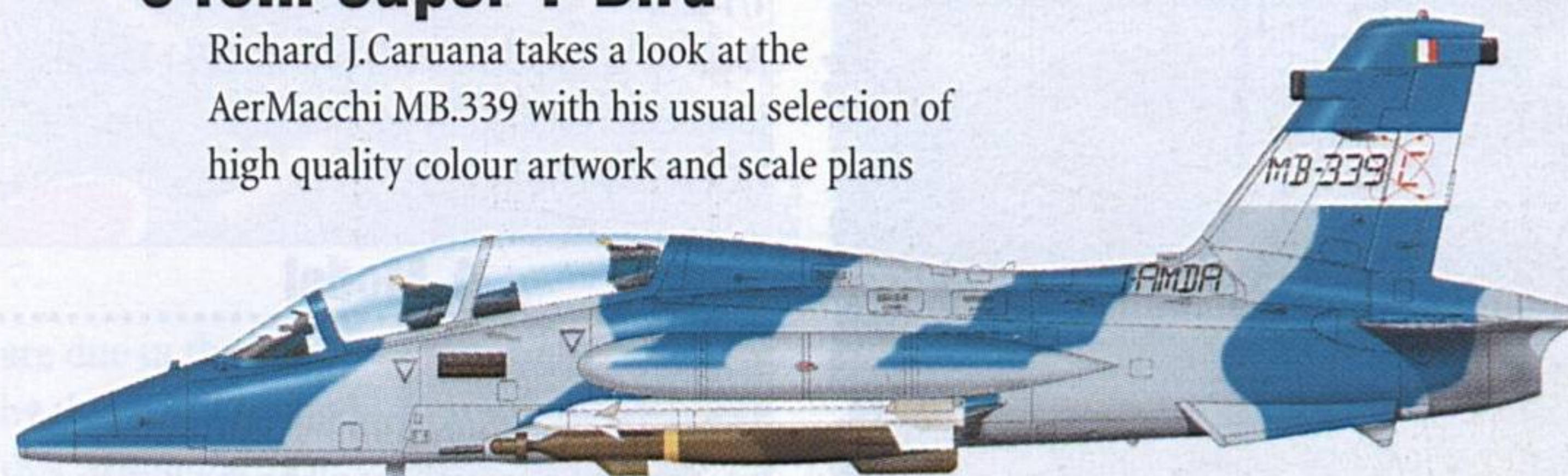
### 540... Wooden Wonder?

David Batt reviews the latest WWII kit from Eduard, the 'Profi-Pack' 1/48th scale Yak-3



### 546... Super T-Bird

Richard J. Caruana takes a look at the AerMacchi MB.339 with his usual selection of high quality colour artwork and scale plans



### 556... B-24D Liberator

In the first of a two-part feature, Arthur R. Silen builds and super details the Academy 1/72nd scale B-24D Liberator



### 562... Pilot's Perspective

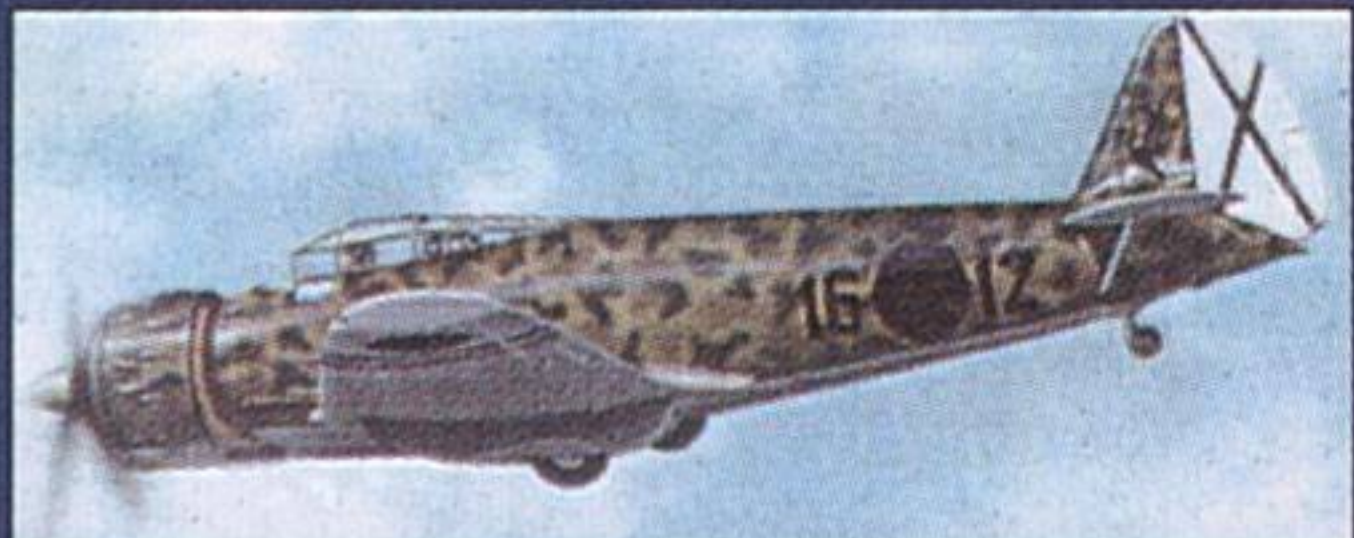
Anthony Oliver produces some more of his excellent interior artwork, and this month he takes a look at the Macchi C.202 Folgore



### 566... Show Report

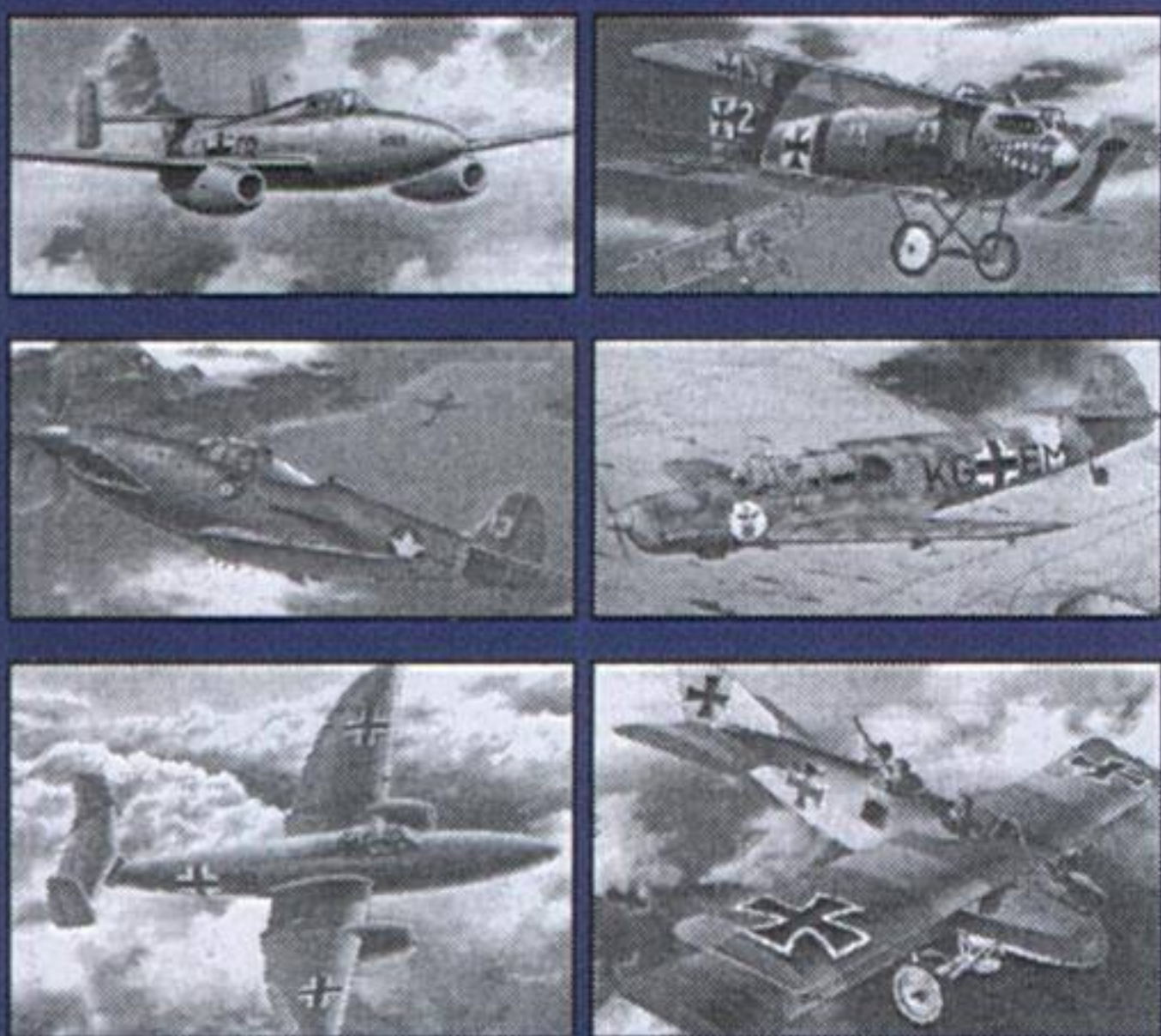
Robert Day reports from AMT





## Eduard

**1/48th**  
It is interesting to note the kits being listed as 'due soon' from Eduard. Currently in this scale there are the standard and 'Profi Pack' versions of the Heinkel He 280 and the Roland C.II, along with the standard kits of the Messerschmitt Bf 108 Taifun and the Bell P-400 Airacobra.



## Notice

Correction - The Photo Album on the N.A. Harvard that appeared in the February 1999 (Vol 5 Iss 2) edition had the incorrect address and contact number for Warbird Adventures Inc. The correct details are as follows: Warbird Adventures Inc., Kissimmee Municipal Airport, 233 N. Hoagland Blvd, Kissimmee, FL 34741, USA Website: [www.warbirdadventures.com](http://www.warbirdadventures.com) Tel: (800) 386 1593 or (407) 870 7366 Fax: (407) 870 2295 Email: [Thom@warbirdadventures.com](mailto:Thom@warbirdadventures.com) Our apologies for this error.

## Notice

Correction - The following comments have been made by Esmon R. George in regard to the Advance Preview of the Revell® 1/72nd scale Tomcat that appeared in the April edition (Vol 5 Iss 4). The small sprue does not contain the TARPS pod, but the dual sensor nose pod. No wing pylons are fitted on a Tomcat, as the weapons are carried on the wing gloves. The mounting holes and pylons are visible on the wing gloves. The kit seems to have a sprue missing, as the intake trunks have holes for the external fuel tanks which are an almost permanent feature of operational Tomcats. However, there is no sign of the tanks on the sprues, nor indeed any indication of parts to add the various lumps and bumps for the ECM systems that the D model has. I would therefore hope that these are included on an additional sprue, perhaps with a LANTIRN pod, LGBs and other AAMs. Finally the presence of the wing glove vanes indicate that this kit is not a new tool at all, as the D does not have these fitted and earlier versions have them wired shut. If it is a new tool, Revell have not done their homework, which would be extremely disappointing. Our thanks to Esmon for taking the time to bring these points to our attention.

## Warrior Models

**1/48th**  
Apart from the Blackburn Skua featured in the Special Preview elsewhere in this edition, this manufacturer will be producing similar resin and metal kits of the Breda Ba.65K14, Blackburn Roc, PZL P-24 and the Fiat CR.20 during 1999.



## Modelcraft

**1/48th**  
The Ocidental Harvard kit is being marketed by this manufacturer as a Harvard Mk 4 in RCAF markings of the 'Goldilocks' aerobatic display team that operated in the early 1960's (Kit #48-010). Modelcraft also produce the kit in standard USAF T-6G colours (Kit #48-013).

**1/144th**  
A kit of the Lockheed Tristar L-1011 has also just been released by Modelcraft (Kit # 144-002).

## A-Model

**1/72nd**  
The next few limited-run injection moulded kits from this company will be the Beriev KOR-2, Beriev Be-2, Yakovlev Yak-18 (early version), Pitts Special, 'Voyager' and the I-207.

**1/48th**  
A-Model is also intending to modify their MiG-3 kit into the MiG-3M82 experimental version that was fitted with an M-82 engine. This kit should appear by September-October.

## Interavia

**1/72nd**  
Following on from this manufacturer's kit of the HUP25, a new tooling of the Mangusta assault helicopter, Lavochkin La-9 and La-11 and the Roland D.VI are all due. Each kit will be limited-run injection moulded plastic.

## ICM

**1/48th**  
The next two versions of the Yak-7 from this firm are due soon and will be the Yak-7DI and Yak-7 UTI. These will be followed in this scale with an all-new tooling of the MiG-3.

**1/72nd**  
The Tupolev TB-3 will be the next subject in this scale from ICM.

## Copper State Models

**1/48th**  
Please note that the photo-etched fret in the new Sopwith 7F1 Snipe kit produced by this manufacturer is incorrect. The error concerns parts 9, 10 & 11 on the fret and a replacement fret will soon be available from Copper State. Anyone with one of these kits should let the manufacturer know, so that the replacement fret can be supplied.

## Omegak

**1/72nd**  
The first aircraft kit is due from this company by the time you read this, and it will be the Fokker E.IV.

## Unicraft

Note that the Email address we gave for this firm in the Preview of their new Flugelrad I kit recently was incorrect. It should have read 'Formail@comcent.nikolaev.ua' noting that in the subject field you should add 'For user #325'. Sorry for any inconvenience this may have caused.

## InTech

**1/72nd**  
Updated release dates for the new kits due from InTech this year are August for the G.D. F-16C and F-16D and September/October for the PZL Mi-2T and PZL Mi-2 URN/URP.

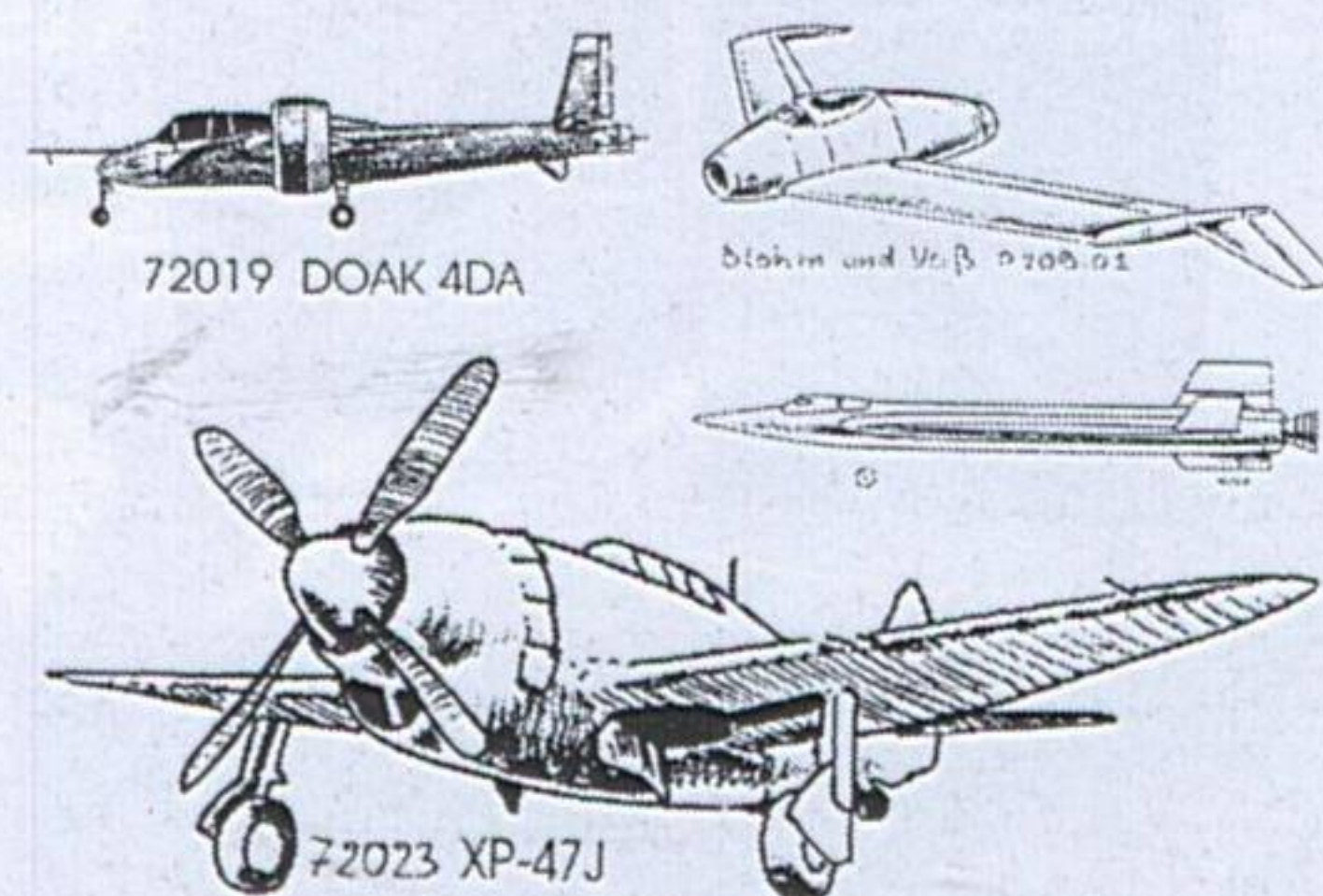
## Broplan

**1/72nd**  
The next vac-formed in limited-run injection moulded plastic kit due from Broplan will be the I.V.L. A.22 Hansa, and it should be ready for release by the time you read this.



## Sharkit

**1/72nd**  
New kits due from this manufacturer in 1999 will include the Blohm und Voss P.209.01, DOAK VZ-4DA, N.A. X-15 Delta and the Republic XP-47J. Each kit will be resin with white metal detail parts and we will give you more details on release dates etc once they become available.



## Airfix

**1/72nd**  
The Gloster Meteor III is available again at £3.99.



## Chorozy Model

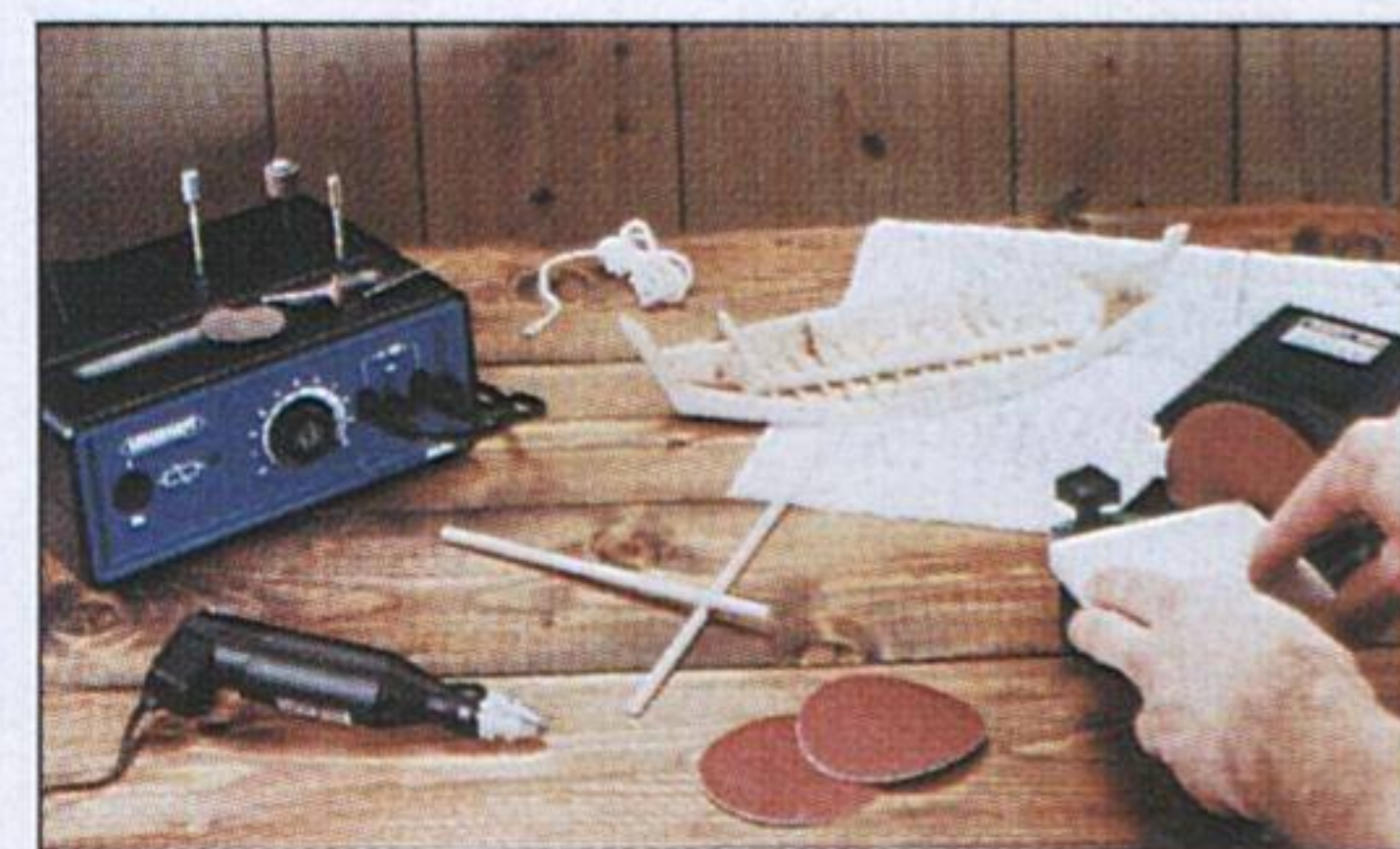
**1/72nd**  
The next few kits due from this company will be the Yokosuka B4Y1, Navy Type 92 B3Y1, Fokker E.IV.



Friedrichshafen G.IIIa, Friedrichshafen G.III, Friedrichshafen G.IIIa and the Mitsubishi Ki-2 Type 93.

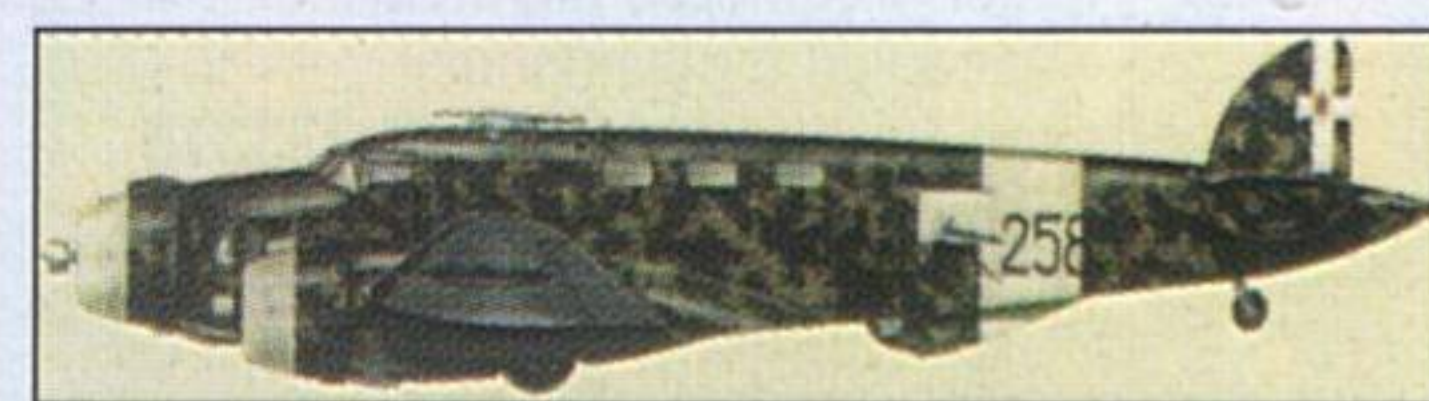
## Minicraft (tools)

A new 12v transformer for all of the Minicraft tool range has just been released. This transformer replaces the old variable speed unit (MB750) and although it has incorporated a number of improvements, it still retails for the same price as the MB750 (£64.99).



For more information and details of your nearest stockist contact Minicraft at: Macford Products Limited, 1 & 2 Enterprise City, Meadowfield Avenue, Spennymoor, Co. Durham. DL16 6JF Tel: (01388) 420535 Fax: (01388) 817182

## Aviation Usk



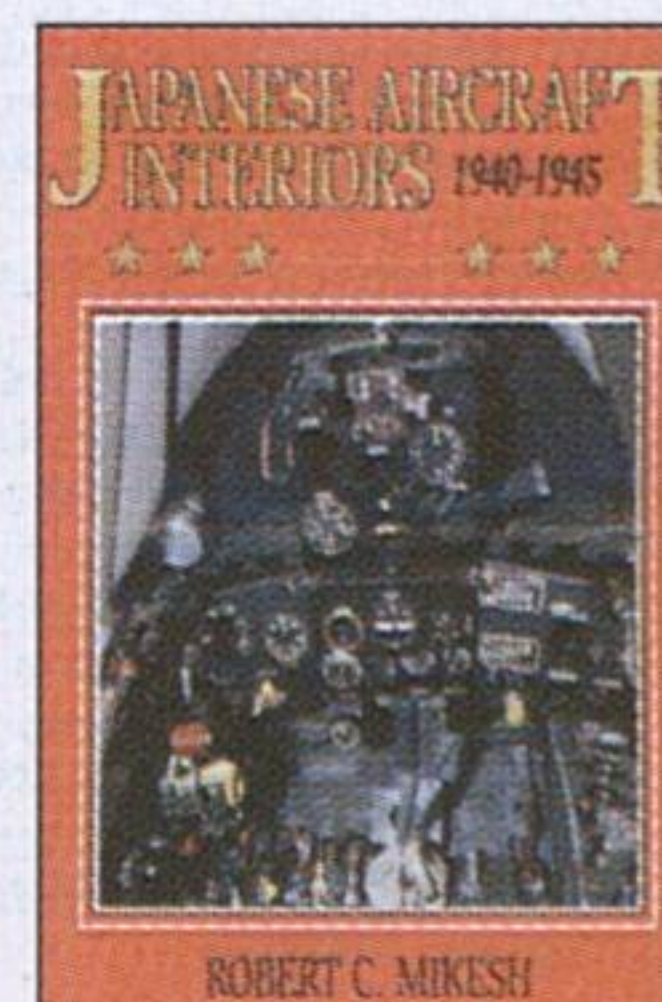
**1/72nd**  
A new kit of the SM.84 in limited-run injection moulded plastic has just been released by this manufacturer. The kit is listed at \$29.95 plus shipping in the USA, and UK buyers can obtain examples from Hannants.

## Heller

**1/48th**  
Reissued under the Heller label is the A-10 Thunderbolt previously seen in the Airfix range and it retails for £11.99.

## Monogram Aviation Publications

Just to let people know that this publisher is listing a new title on Japanese Aircraft Interiors (1940-1945) that is due for publication in the 4th quarter of 1999, and advance orders (up to July 1999) will receive it at the discounted price of \$44.95, instead of the full price of \$59.95.





## Revell

1/144th

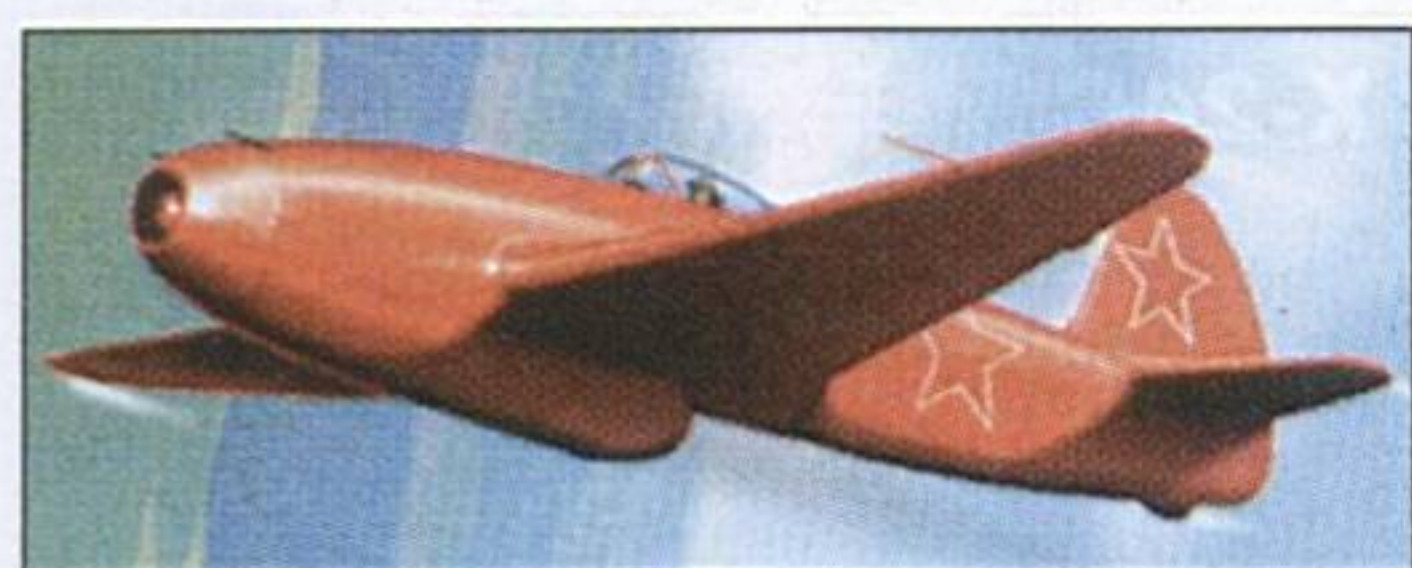
The new tooling of the Kamov Ka-50 Hokum in this scale has just been released and retails for £5.95. Also out in this scale is the old Do-X kit which has been packed with glue, paint and historical notes as a boxed set for £24.95.



## A-Model

1/72nd

The FiSK 199, Yak-15 and Yak-17 previewed last month have become available in the UK with a price of £7.50 each.



## Hasegawa

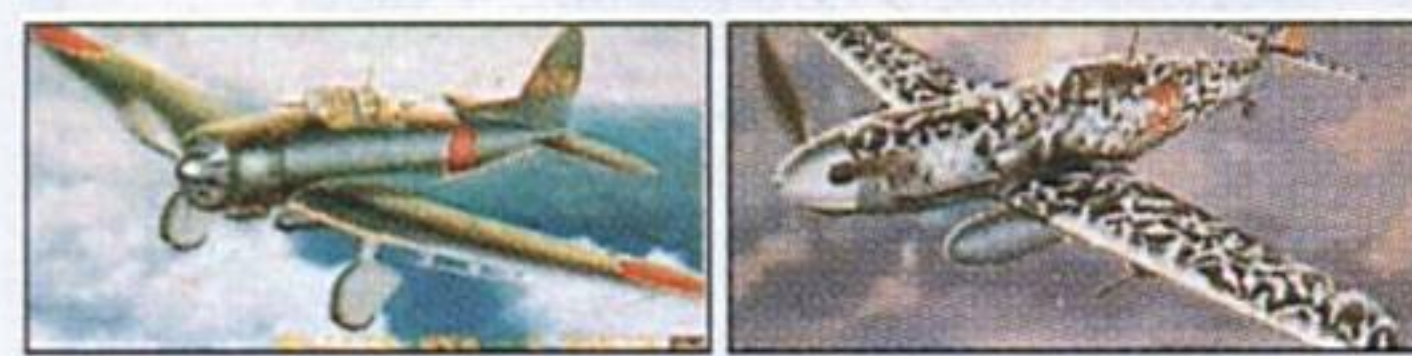
1/72nd

Apart from the Beaufighter with bombs shown in this month's Reissue Review, now available in the UK are the Fw 190G 'Ground Attack' (AP175) at £11.99, Focke Wulf Ta 154A-0 (CP016) at £18.50 and Mitsubishi G3M3 Type 96 Nell Model 23 'Shinchiku Flying Group' (CP120) at £20.00.



1/48th

In this scale there is the Nakajima B6N2 Type 12 with bombs (JT062) at £19.99, Aichi D3A1 Type 99 '2nd Flying Group' (JT186) at £18.00 and the Messerschmitt Bf 109G-6 'Nachtjäger' (JT187) at £16.00.



## AML

1/72nd

The new kit of the Fiat G.50 1st Series airframe has just been released in the UK. This kit features limited-run injection moulded plastic with etched brass details and decals for an Italian and Finnish example. The UK price is £8.50 and examples can be obtained from Hannants.



## Kora

1/72nd

The most recent resin and etched brass kits from this manufacturer are the Focke Achgelis Fa 330 and the beautiful DFS Habicht glider. These kits retail for £18.00 and £9.95 respectively, and examples can be obtained from Hannants.



## HR Models

1/72nd

A new resin kit of the Phönix C.I has recently been released by HR. This kit retails for £12.00 and can be obtained from Hannants.



## Aeroclub

1/48th

Released towards the end of May was the A.W. Meteor NF.14. This vac-formed and limited-run injection moulded plastic kit also features white metal detail parts and a lovely decal sheet and retails for £27.50.



## Shizouka

No really great news from the Shizouka Hobby Show this year, other than the following little tempters!

## Tamiya

1/72nd

The new kit of the Republic F-84G was on show at the event. This kit features the open gun bay and detailed cockpit of the 1/48th scale version, although we understand that the flaps and tip-tanks are moulded in one with the wing. RATO bottles are also included

1/48th

The new kit of the Bristol Beaufighter Mk X was on show, and is also being mentioned as due in America very shortly. This kit will feature a torpedo, two bombs and eight 3in rocket projectile, along with two decal options. Also due for release very soon is the B Mk IV/PR Mk IV version of the new Mosquito tooling. This proves the first point everyone noted; that the kit was tooled to allow bomber and fighter to be built (remember the separate nose on the NE II/FB Mk VI?). I wonder if the next assumption will prove correct - namely that a two-stage powered example could also be tooled considering how the engine nacelles were made. Only time will tell on this one.



The Swordfish at the show was a mock-up, made of test-shot components, so it was not truly detailed. The model looks good though. Tamiya did not display the model with rigging, and apparently they are unsure yet if they will include any rigging system, or if this will be offered as an etched extra. The kit is due for release in the Autumn.

1/32nd

No news at all from Tamiya in this scale. There is no confirmation (or denial) of the A-10 Thunderbolt II or the F/A-18 Hornet, so we will all just have to wait and see what happens.

There are a number of rumours about subjects from Tamiya for the rest of 1999/2000, but we will not spread these further until we have a bit more evidence. The subject matter is interesting though, so let's wait and see!

## Hasegawa

1/48th

The lovely new Nakajima Ki-84 Hayate from Hasegawa was on show at the event, and it features a beautiful interior and separate 'butterfly' flaps. The latter are designed to be posed open, and I suspect fitting them closed will prove a problem. The Hurricane Mk II kit has been revised to make the Mk I, although to our dismay the revisions allow a metal-wing version to be made with the new nose and three-blade propeller. It would have been nice to get a fabric-winged, Watts prop equipped example. The Zero has also been revised to allow the Nakajima A6M2-N 'Rufe' to be produced and this kit looked lovely. The old Tamiya kit of the Rufe is not bad of course, and we will have to await deliveries in the UK before we can tell if the new Hasegawa one is better in overall detail. The new Bf 109K-4 was also on show at the event and it looked very good. Deliveries of this kit



are due in the USA by the time you read this, although UK stocks will take a while longer.



1/72nd

In this scale the first Mosquito was on show, the B Mk IV. The kit looks good and all seems well for a series of Mossie kits from Hasegawa.

1/32nd

Reissues of the classic Boeing F4B, P-12E and Curtiss BF2C-1 are also confirmed.



**That's all so far from Shizouka, but we will keep you updated of all the news from the event as and when we get it all sorted out!**

### Correction

Unfortunately, last month we included the incorrect phone number in our review of the display cabinet from Picture Pride Ltd (See Vol 5 Iss 6 Page 426). The correct details are as follows.

**PICTURE  
PRIDE  
DISPLAYS**

### Worldwide Enquiries:

Picture Pride Displays Limited, 17 Willow Court Crystal Drive, Sandwell Business Park, Warley, West Midlands. B66 1RD  
Tel: 0121 544 4946  
Fax: 0121 552 9959

Our apologies to Picture Pride Ltd and our readership for this error.



## Fujimi

A number of kits have recently been reissued with revised box art, and those listed so far are as follows.

1/72nd

In this scale you get the AH-1S TOW Cobra (#35182), AH-1J Sea Cobra (#35183), Westland Lynx HAS Mk 2 (#35186), Kaman Seasprite LAMPS (#35187), J1N2-S Gekko Type 21 (#35188), Douglas AH-1H Skyraider (#35189), Messerschmitt Bf 110C/D (#35190), Ki-43-I Hayabusa 'Capt. Kato' (#35193), Aichi D4Y2 Type 12 Judy (#35194), Nakajima B6N2 Jill Type 11 & 12 (#35195), Tachikawa Ki-55 & Ki-36 Ida (#35196), Aichi E11A1 Type 98 Seaplane 'Tateyama' (#35197), C6N1 Saiun (Myrt) Night Fighter (#35198) and the Mitsubishi A5M4 Type 96 Carrier Fighter 4 (#35199).

1/48th

In this scale there is the UH-1B 'Black Bunny' (#35178), MBB B6-105 PAH-1/M (#35179), AH-1S TOW Cobra 'USAF & JSDGF' (#35180), AH-1J Sea Cobra (#35181), Bell OH-58D Kiowa (#35184), Hughes 500MD/OH-6D (#35185), Mitsubishi A6M2 Zero (#35191), North American P-51D Mustang (#35192).







**Messerschmitt Me 410 Hornisse**

**Manufacturer:** Italeri  
**Scale:** 1/72nd **Price:** £5.99 **Kit No:** 074  
**Panel Lines:** Recessed ✓ **Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 102 Plastic (Grey), 5 Clear  
**Decal Options:** 3  
**Manufacturer:** Italeri Spa, Via Pradazzo 6, I-40012 Calderara di Reno, (Bologna), Italy  
**Tel:** +39 51 726037  
**UK Importer:** Richard Kohnstam Ltd  
 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD  
**Tel:** 01442 261721 **Fax:** 01442 240647



**Dassault Rafale M**

**Manufacturer:** Revell®  
**Scale:** 1/48th **Price:** £14.95  
**Kit No:** 04517 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 105 Plastic (Grey), 19 Clear  
**Decal Options:** 2  
**Distributor:** Revell® Binney & Smith (Europe) Ltd, Amptill Road, Bedford, MK42 9RS  
**Tel:** 01234 360201 **Fax:** 01234 342110



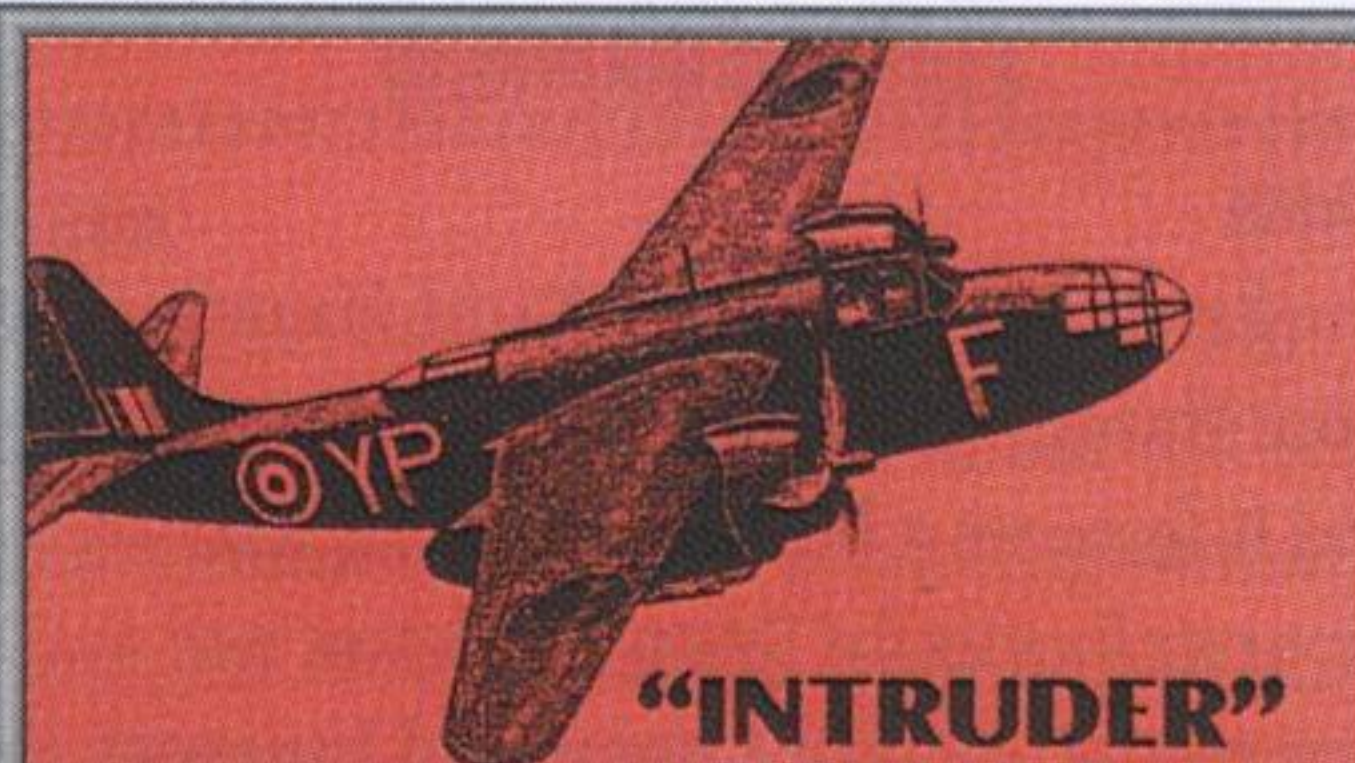
**Learstang 'Vendetta'**

**Manufacturer:** High Planes Models  
**Scale:** 1/72nd **Price:** £TBA  
**Kit No:** Racer No 004 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Limited-Run Injection Moulded Plastic, White Metal & Vac-formed Clear  
**Parts:** 32 Plastic (Light Blue), 2 White Metal & 1 Vac-formed Clear  
**Decal Options:** 1  
**Manufacturer:** High Planes Models, 127 Wheeler Street, Corryong, VIC 3707, Australia.  
**Fax:** +61 260 76 1843  
**Email:** hiplanes@corryong.albury.net.au.  
**UK Source:** Hannants



**North American OV-10A Bronco**

**Manufacturer:** Academy  
**Scale:** 1/72nd **Price:** £4.99 **Kit No:** 1665  
**Panel Lines:** Recessed ✓ **Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 90 Plastic (Grey), 4 Clear  
**Decal Options:** 2  
**Manufacturer:** Academy Plastic Model Co., Ltd., 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.  
**Tel:** 82-2-908-7000 **Fax:** 82-2-997-3003  
**UK Importer:** Toyway, P.O. Box 55, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG  
**Tel:** 01462 672509 **Fax:** 01462 672132



**Douglas Havoc Mk 1 'Intruder'**

**Manufacturer:** High Planes Models  
**Scale:** 1/72nd **Price:** £TBA  
**Kit No:** 72041 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Limited-Run Injection Moulded Plastic, White Metal & Vac-formed Clear  
**Parts:** 52 Plastic (Light Blue), 6 White Metal & 4 Vac-formed Clear  
**Decal Options:** 3  
**Manufacturer:** High Planes Models, 127 Wheeler Street, Corryong, VIC 3707, Australia.  
**Fax:** +61 260 76 1843  
**Email:** hiplanes@corryong.albury.net.au.  
**UK Source:** Hannants



**Pe-3**

**Manufacturer:** Zlinek  
**Scale:** 1/72nd **Price:** £TBA **Kit No:** A 07  
**Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Limited-Run Injection Moulded Plastic & Etched Brass  
**Parts:** 72 (Dark Grey) Plastic, 5 Clear, 27 Etched, 3 Acetate  
**Decal Options:** 2  
**Worldwide Enquiries:** Zlinek, Druzstevni 4509, 760 05 Zlin, Czech Republic.  
**Tel/Fax:** + 420 67 44243  
**UK Source:** Four Plus UK



**Sopwith 1 1/2 Strutter 'Comic Fighter'**

**Manufacturer:** Toko  
**Scale:** 1/72nd **Price:** £4.99  
**Kit No:** 140 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 55 Plastic (Grey)  
**Decal Options:** 1  
**Manufacturer:** Toko, Experimental Industrial Technologies Plant JNT STK, Mashinobudivna 46, Kiev 252180, Ukraine.  
**Tel:** +38 044 458 05 02 or 05 00 or 05 03  
**Fax:** +38 044 446 53 05  
**UK Importer:** Pocketbond Ltd



**Albatros D.III O.A.W**

**Manufacturer:** Eduard  
**Scale:** 1/48th **Price:** £10.75  
**Kit No:** 8038 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 56 Plastic (Grey)  
**Also Includes:** Die-cut Wheel Centres  
**Decal Options:** 2  
**Manufacturer:** Eduard M.A., 435 21 Obrnice 170, Czech Republic.  
**Tel:** 420 35 6118259 **Fax:** 420 35 6118186  
**Email:** info@eduard.cz  
**UK sources:** Four Plus UK & Hannants



**Ryan STM/PT-20**

**Manufacturer:** High Planes Models  
**Scale:** 1/72nd **Price:** £TBA  
**Kit No:** 72007 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Limited-Run Injection Moulded Plastic, White Metal & Vac-formed Clear  
**Parts:** 18 Plastic (Light Blue), 1 White Metal & 1 Vac-formed Clear  
**Decal Options:** 3  
**Manufacturer:** High Planes Models, 127 Wheeler Street, Corryong, VIC 3707, Australia.  
**Fax:** +61 260 76 1843  
**Email:** hiplanes@corryong.albury.net.au.  
**UK Source:** Hannants



**Piper PA-31-310 Navajo**

**Manufacturer:** Broplan  
**Scale:** 1/72nd **Price:** \$10.00 + P&P  
**Kit No:** MS-69 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Vac-formed & Limited-Run Injection Moulded Plastic  
**Parts:** 16 (Vac), 36 (Inj) Plastic, 3 Clear  
**Decal Options:** N/A  
**Manufacturer:** Broplan, ul. Pilotów 10G/33, 80-460 Gdansk, Poland.  
**Fax:** 048 58 5565919  
**UK Source:** Aeroclub & Andy Pack



**Grumman XF5F-1 Skyrocket**

**Manufacturer:** Minicraft  
**Scale:** 1/48th **Price:** £13.99  
**Kit No:** 11626 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 86 Plastic (Grey), 4 Clear  
**Decal Options:** 1  
**Manufacturer:** Minicraft Models Inc 1450 West 228th Street, Suite 17, Torrance, CA 90501, USA.  
**Tel:** 310 325 8383 **Fax:** 310 539 2018  
**UK Importer:** Toyway, P.O. Box 55, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG  
**Tel:** 01462 672509 **Fax:** 01462 672132



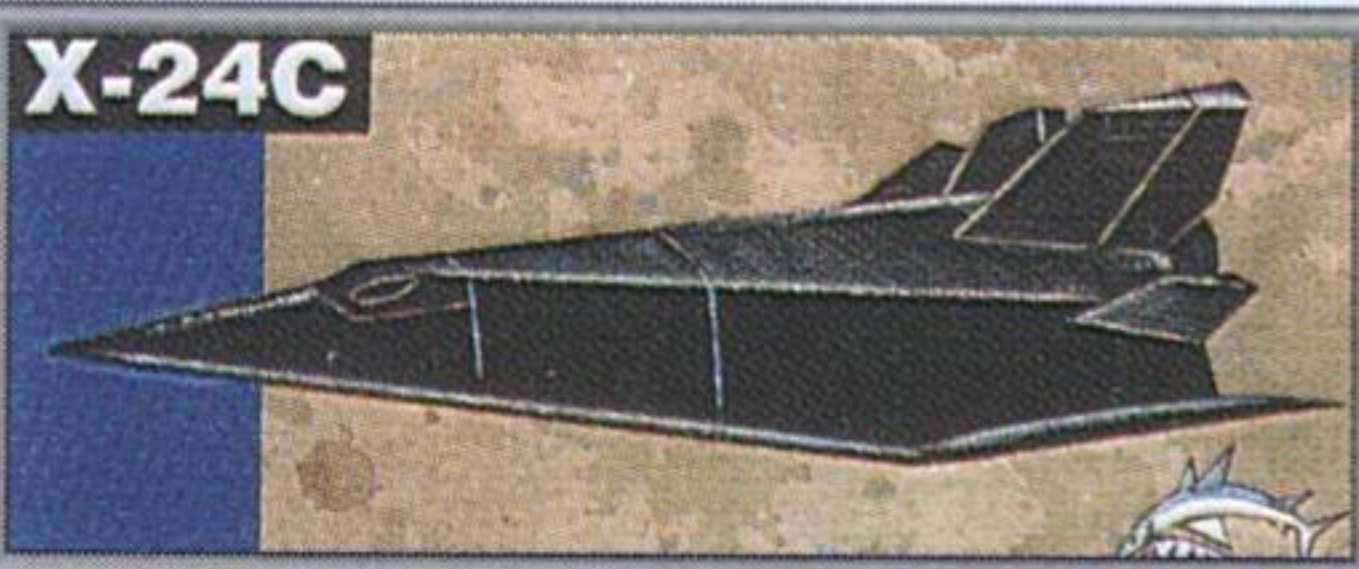
**Marcel Bloch MB.152**

**Manufacturer:** Classic Airframes  
**Scale:** 1/48th **Price:** £19.95  
**Kit No:** 422 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Limited-Run Injection Moulded Plastic, Resin & Vac-Formed Clear Plastic  
**Parts:** 35 Plastic (Grey), 36 Resin, 2 Clear  
**Decal Options:** 2  
**Manufacturer:** Classic Airframes, Bringuier Aviation Products, PO Box 577580, Chicago, IL 60657-7580, USA.  
**Tel:** 773 327 6088  
**UK sources:** H.G. Hannants



**Grumman KA-6D 'Tanker Intruder'**

**Manufacturer:** Italeri  
**Scale:** 1/72nd **Price:** £7.99 **Kit No:** 004  
**Panel Lines:** Recessed ✓  
**Status:** Upgraded Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 110 Plastic (Grey), 5 Clear  
**Decal Options:** 2  
**Manufacturer:** Italeri Spa, Via Pradazzo 6, I-40012 Calderara di Reno, (Bologna), Italy  
**Tel:** +39 51 726037  
**UK Importer:** Richard Kohnstam Ltd  
 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD  
**Tel:** 01442 261721 **Fax:** 01442 240647



**NASA-USAF X-24C**

**Manufacturer:** Sharkit  
**Scale:** 1/72nd **Price:** £30.00  
**Kit No:** 72014 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Resin and White Metal  
**Parts:** 24 Resin, 5 White Metal  
**Decal Options:** N/A  
**Manufacturer:** Sharkit, 8, Bd de la liberté, 93260 Les Lilas, France.  
**Tel:** 0148605882  
**Email:** francckwagner@compuserve.com  
**UK Source:** Hannants



**North American P-51 Mustang Mk III**

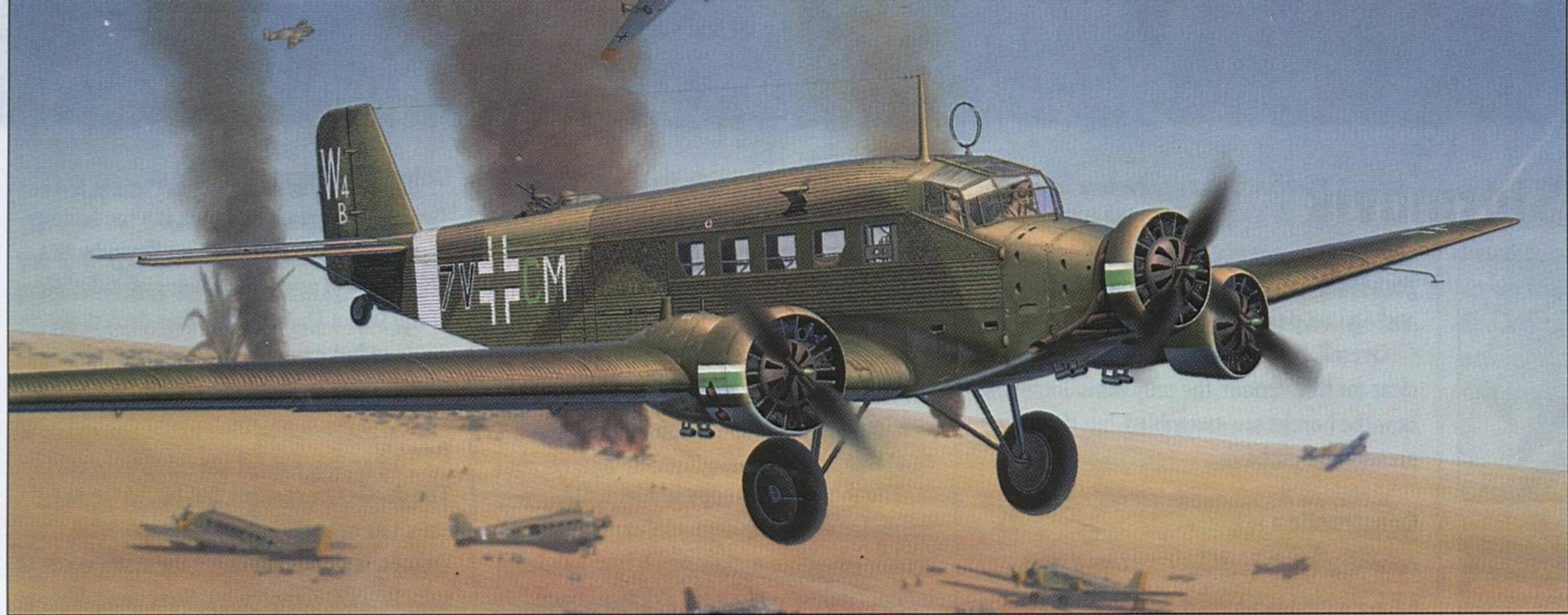
**Manufacturer:** InTech  
**Scale:** 1/72nd **Price:** £TBA  
**Kit No:** T52 **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 41 Plastic (Light Blue), 4 Clear  
**Decal Options:** 3  
**Manufacturer:** BBK InTech-2 s.c., 30-252 Kraków, ul. K.Zemaitisa, 12, Poland.  
**Tel/Fax:** +48 (12) 429 75 48  
**Tel:** +48 (12) 429 71 61



**Sikorsky S-43 'Baby Clipper'**

**Manufacturer:** Dekno  
**Scale:** 1/72nd **Price:** £TBA  
**Kit No:** N/A **Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Resin & White Metal  
**Parts:** 42 Resin, 23 White Metal  
**Also Includes:** Two Exhaust Pipes & Two Lengths of Wire  
**Decal Options:** 6  
**Manufacturer:** Dekno, Avd. Princep d'Astúries, 21, 6o 2a 08012 Barcelona, Spain.  
**Fax:** + 34 93 415 23 08  
**Email:** albert@dekno.com  
**UK Importer:** Hannants





During the 1930's Junkers started the development for a transporter aircraft that would also be able to double as a passenger carrier.

# THE JU 52 - A LEGEND STILL FLYING TODAY

## JUNKERS JU 52 3m g4e

Originally just one engine was planned as this was felt to be sufficient for a cargo plane. However, due to safety concerns over carrying passengers, the construction allowed for additional engines to be fitted to the wings.

The Ju 52/1 made its maiden flight with just one 685 hp BMW VII engine, and in 1931 the Ju 52/3 was introduced with 3 BMW 132A Star engines,

becoming affectionately known as Auntie Ju 52 due to her dependability and outstanding safety record. Immediately identifiable by the unmistakable corrugations in the fuselage the

Ju 52 has been accurately recreated by the Revell toolmakers for this brand new 1:48 scale model kit.

By 1944 over 5000 Ju 52's had been built, 3500 alone used for military purposes. The Ju 52 has also been in service with over 30 airlines around the world, and several Ju 52's can still be seen flying today.

Two separate versions of the Ju 52 will be available. The standard Revell item features 2 separate decal options.

The Pro-Modeler version will feature two separate

build options, silk screen decals and in depth instruction booklet featuring detailed photos of the actual aircraft.

Available from all good model stockists. The 1999 catalogue is also now available.



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## Ilyushin Il-2 Stormovik



### Technical Data

**Manufacturer:** Dako Plast  
**Scale:** 1/72nd **Price:** £4.95  
**Status:** New Tooling ✓  
**Panel Lines:** Engraved ✓  
**Fabric Effect:** ✓  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 92, Clear 1  
**Decal Options:** 2  
**UK Importer:** Pocketbond Ltd  
**Source:** POL Models

### The Kit

The subject of this kit is the single seat, straight wing Il-2. It features a wooden wing and tail without the fuselage strengthening ribs or aileron balance weights - suggesting a later production Il-2.

The manufacturer provides you with a "standard" Il-2 (light grey) plus additional parts (dark grey) for the particular variant, in this case the wooden wing and RS82 rockets.

The parts are well moulded with recessed panel lines; some flash is present but is easily removed and all the sprues are lumped into the box together with the transparencies, decals and instructions.

### Instructions

A single sheet, written in Russian, English, French and German is provided. Illustrations and line art are of good quality with detailed views of the forward cockpit and landing

gear. Paint references are given for Humbrol and Agama paints.

Overall, the instructions are reasonably clear for this variant, the only omission being how the bombs are assembled, but this presents no problem.

### Construction

As with all Dakoplast Sturmoviks, the kit goes together reasonably well at first but requires some work when combining the main sub-assemblies i.e. wing, fuselage and interior.

The cockpit is well detailed (I only added my usual masking tape harness straps), however part 32 (armour plate) is specific to the two-seat version of this aircraft and requires drastic trimming if the canopy is to fit. The undercarriage and wheel bay area is nicely represented, if brittle.

The fit of the fuselage halves on this particular model was better than in the past but still repays careful cleaning and fitting.

As I have mentioned before, do not attempt to cement part 13 (part of the air intake channel) to the top of part 12 (the exhaust) as indicated in stage 6 of the instructions and then expect part 13 to fit snugly in place within the fuselage, it won't! Part 13 is best fitted individually after the fuselage halves have been glued together but before the wing centre section is fitted.

Similarly, it is necessary to pare away the sides and front of the hole in the wing centre section and to clip back the end of part 31 in order to locate the cockpit assembly in the centre wing section.

The landing light was just glued in place as provided and then sanded down to the line of the wing, following up with polishing grade paper and Johnson's Klear.

The intakes at the side and underside of the nose are separate items which have to be pared away in order to sit properly; more work but the finished result looks far more convincing than "moulded in" intakes.

The outer wings simply butt onto the centre section and care is required here to continue the dihedral; I managed to get it right this time!

The three-part canopy is adequately transparent, but the degree of armour plate contained within means much internal detail is "lost" unless you opt for a drawn-back canopy which, given the thickness of the transparencies, will require some work.

Minor omissions include the 7.62mm machine guns, pitot tube and gunsight, all quickly rectified with stretched sprue.

The RS82 rockets look decidedly undernourished and I must admit I substituted ones from the spares box.

### Accuracy

The model scales out exactly in length (38ft 1in) and wingspan (47ft 11in) with the prototype according to my principal source, "IL-2 Sturmovik in action" from Squadron/Signal Publications. Dakoplast have captured the overall stance and look of the original well.

### Colour Options

Two options are offered; one is a the famous winter-camouflaged machine flown by N.A. Zub in 1941 (prior to his being awarded Hero of the Soviet Union); the other depicts an unidentified green/brown aircraft on the Estonian Front in summer 1942.

### Decals

The decals fragmented, but not to the same extent as my previous experiences with Dakoplast decals (however the airframe stencils went completely). Commendably thin, the only problems were some silvering on the rocket sight-lines and the wishy-washy nature of the yellow rudder band, which when applied appears more lime-green than yellow. Incidentally, this band is shown white in some sources, with the red star outlined in yellow, not white as here. You pays your money....

**Decal Rating = 3/10**

### Conclusion and Recommendation

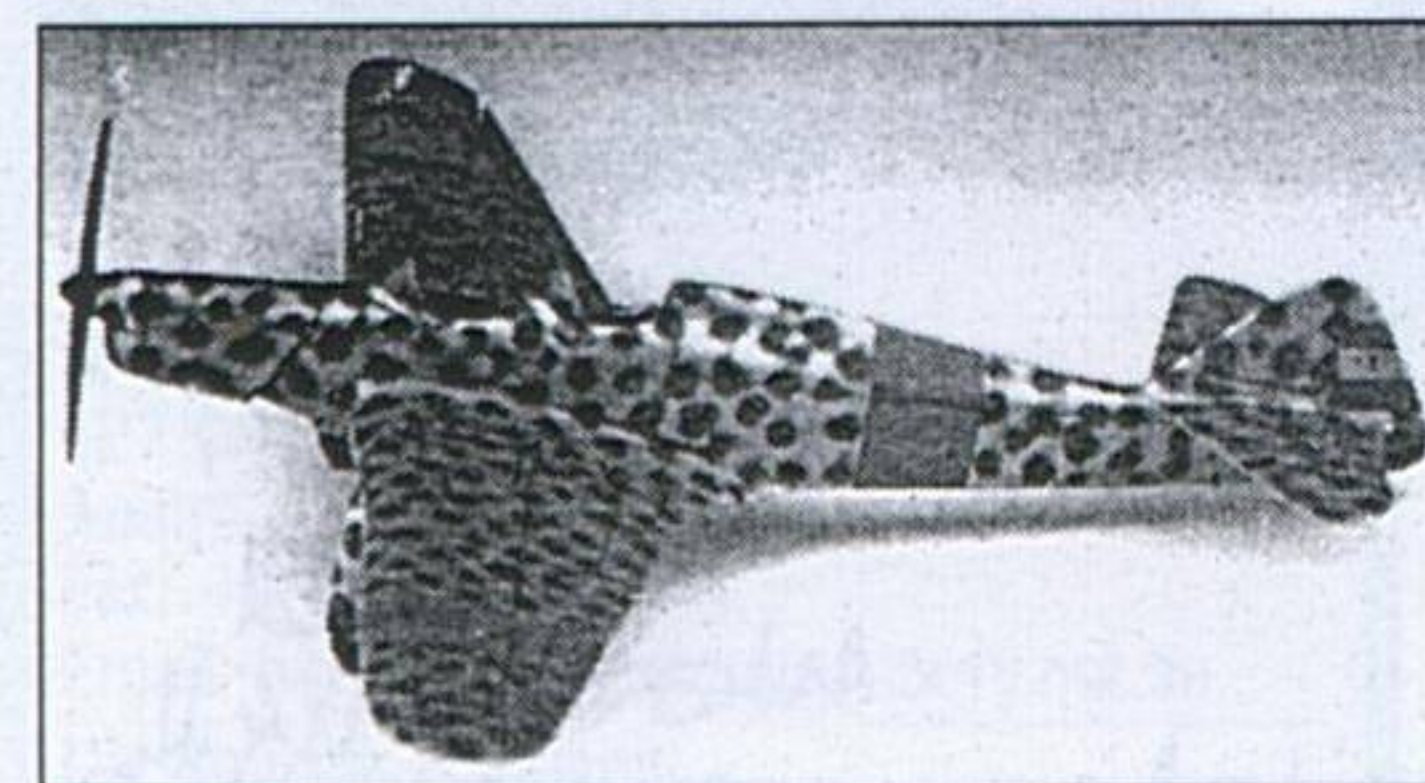
Another robust example of the Sturmovik from Dakoplast; recommended despite the occasional frustration and those decals!

My thanks to POL Models for the review sample.

*John Chisholm*



## A.I.S.A González-Pazó GP-1/2/Especial



### Technical Data

**Manufacturer:** Dekno  
**Scale:** 1/72nd **Price:** £18.00  
**Kit Options:** Build GP-1, GP-2 or GP Especial versions  
**Type:** Resin & Vac-formed Clear  
**Parts:** Resin 16, Clear 4  
**Decal Options:** 6  
**Manufacturer:** Dekno Models, Avda, Princep d'Asturies, 21, 6E, 2a, 08012 Barcelona, Spain.  
 Tel/Fax: + 34 3415 2308  
 Website: www.dekno.com  
 E-mail: albert@dekno.com  
**UK Source:** Hannants

### The Kit

Parts are cast in pale orange-coloured resin with lightly engraved and raised detail, much of it sketchily indistinct. Numerous air bubble pinholes and thinly

cast areas were evident on my sample, the cockpit floor on one fuselage half being reduced to a translucent wafer, while the port wing suffered distortion to its leading edge and was much thicker in cross-section than its starboard companion. The kit includes optional parts to build a GP-1, GP-2 or GP Especial.

### Instructions

Three A4 sheets giving a history of the type in somewhat fractured English, an exploded-view assembly drawing, and monochrome side-views of the six colour scheme options with explanatory text in Spanish and English and Humbrol paint references. The side-views, which I guess were originally in colour, are poorly reproduced, and not helped much by the accompanying painting instructions, which carry such advice as, "intrados of the wing and careened of the train in obscure red, as is the motive of the derive's edge...". Hmm. My 30-year-old O-Level Spanish wasn't much help there.

### Construction

All parts have been trimmed, but require

cleaning up of mating surfaces before assembly begins. The fuselage is in two halves-common to whichever version is chosen, with a 'two-hole' open cockpit coaming for the GP-1, rear turtledeck for the two-seat closed-canopy GP-2, or a combined turtledeck/cockpit coaming for the single-seat GP Especial. I chose to model the latter. Two seats are provided and there is some cast-in sidewall detail, but nothing else in the way of cockpit interior. On my sample the port fuselage half was about 1.5 mm longer than the starboard, and consequently mismatched in depth along most of its length as well. To keep the rudder and cast-on tailplane roots in alignment I opted to square up the rear end, leaving the GP Especial's cockpit opening/turtledeck to take care of the 'stagger' in the cockpit area. On reflection, it might have been better to have sawn the 'short' half in two, aligned both parts with the longer fuselage, then filled the gap. The turtledeck/cockpit section needed to be blended in with filler, but still the profile of the nose forward of the cockpit showed a distinct kink not present in the accompanying side-view or on photographs

of the real machine, so I used Milliput to remedy the discontinuity.

Next step was to add the wings. As mentioned earlier, the port wing was distorted, imparting a banana-shaped curve to its leading-edge which gave it a slightly swept-forward appearance. This seems to be endemic to the kit, because the example illustrated on the box-top art shows a similar fault. The one-piece wing halves have tongues that fit into a gap in the lower fuselage; much filler was needed to blend the tongues in before rescribing the fuselage/wing separation line. Tailplanes are butt-jointed to their stub ends, filler again being needed. Two locating holes are provided on each fuselage side for the ends of the tailplanes' V-strut bracing, but these are not provided nor shown on the assembly drawing, nor is the location of the tailplane end of the strut assembly indicated.

With the main airframe together all that remained was to add the 'trouser' undercarriage legs, which are cast complete with wheels (one colour option, the post-war GP-2 EC-AAM, had unfaired undercarriage legs, but these are not provided). The undersurfaces of the wings have indentations for the fairings, but these do not exactly match the shape of the legs themselves; filler



needed again. Two canopies (long and short), and a pair of windscreens are provided as vac-form transparencies. They are somewhat crude, with very heavy framing, wafer-thin at the trimmed edges and, in the case of the short canopy fitted to the GP Especial, did not fit at all well. Overall the standard of fit of all components can only be described as execrable. Had this not been a review kit I doubt that I would have persisted with it.

### Accuracy

Gerald Howson's 'Aircraft of the Spanish Civil War 1936-39' gives the GP-1's wingspan as 11.6 metres and length as 8.5 metres; the model scales out at 11.8 metres and 8.7 metres respectively, so if that sole reference I have is correct it may be slightly oversize. Given the kit's other problems that would be the very least of my concerns. In profile the cowl/nose area looks far too shallow to have accommodated the Walter Junior/Major or DH Gipsy Major inverted inline engines that powered the full-size aircraft.

### Colour Options

Six options: Republican GP-1 '13' in aluminium dope finish with medium green

mottle overspray, red fuselage/wing bands and a red/yellow/purple tricolour flag on the rudder; Republican GP-2 '14' in 'Russian Green' and aluminium with red stripes and full tricolour rudder; GP-1 'EG-014' captured by the Nationalists at El Carmoli in 1939, again in 'Russian Green', with aluminium or sky blue undersurfaces; GP-1 '30-156' of the Ejército de Aire during 1939-41, in blue-grey and aluminium with the Cross of Saint Andrew on its rudder; post-war civilian GP-2 EC-AAM with red/yellow/red Spanish flag on

its rudder and wings; and my choice, record-breaking GP Especial EC-BEE flown by Spanish pilot Lorenzo Richi from Madrid to Spanish Guinea and back in January 1936, finished in 'yellowish ivory' and 'obscure red'.

### Decals

Decals are provided for the serial numbers/registrations and four different styles of rudder markings for all six colour scheme options, together with red/yellow/red wing stripes for the post-war GP-2. They are



glossy, quite thick and have extensive carrier film, but adhere well. With only registration letters to be applied to the flat fuselage sides on my chosen example (the rudder emblem and inscription which this aircraft carried according to photographs are not included) there was no need for setting solutions.

**Decal Rating = 8/10**

### Conclusion & Recommendation

One of the pleasures of ranges such as Dekno's is that it awakens you to obscure but significant and often charismatic subjects such as the González-Pazó GP-1. They inspire (indeed demand) enlightening research, and result in models that are sure to baffle most observers when you place them on the table at your local model club. But, the high price, set against overall poor quality of the components and compounded by fit problems, leaves me unable to recommend this kit. For the most dedicated Spanish Civil War fans it will no doubt be a 'must have', warts and all, and believe me there are plenty.

My thanks to Dekno for the review sample.

*Mike Jerram*

## EF-2000 Eurofighter (twin seater)



### Technical Data

|                                                                              |
|------------------------------------------------------------------------------|
| <b>Manufacturer:</b> Italeri                                                 |
| <b>Scale:</b> 1/72nd <b>Price:</b> £5.99                                     |
| <b>Panel Lines:</b> Recessed ✓                                               |
| <b>Status:</b> New Tooling ✓                                                 |
| <b>Type:</b> Injection Moulded Plastic                                       |
| <b>Parts:</b> Plastic 70, Clear 2                                            |
| <b>Decal Options:</b> 5 (RAF, Spanish, Italian & German A.F. and Tripartite) |
| <b>UK Importer:</b> Richard Kohnstam Ltd.                                    |

### The Kit

The kit comes in an end-opening box with two of the four colour-option painting guides on the underside. Inside are the instructions, decal sheet and the sprues, consisting of the usual light grey plastic and a small clear sprue for the two-piece canopy. Unfortunately these are not bagged, being left to rattle around the box and my example had one wing and both canopy parts detached, leaving the latter slightly scratched (when will manufacturers learn?) The components are up to the standard we have come to expect of Italeri, being crisply moulded with engraved panel lines and detail, and virtually no flash present at all.

### Instructions

The instructions give a brief description of the two-seat type along with technical details in eight languages (thankfully one of them English!). Part maps are provided, with the construction being comprehensively dealt with in nine stages in the familiar pictorial format. These are supported by sub-assembly boxes for

smaller parts and construction alternatives. Painting and decal schemes are shown for all four options, and the instructions are clear and unambiguous throughout. Colours are keyed to the Model Master range, together with a description and E.S. reference. Full internal painting instructions are also provided during construction.

### Construction

In traditional style this starts with assembly of the cockpit tubs and ejection seats. Excellent raised detail on instrument panels and side consoles benefits from some drybrushing, and the ejection seats feature moulded-on straps. The seats have holes at the rear that need filling, and I would probably replace them with aftermarket resin items to show off the interior if building the model again. That said, those provided are adequate really. Fuselage, wings, air intake, two-seat fillet and their associated items all went together flawlessly, with the weight to add to the nose being noted at the appropriate stage. Undercarriage and ordnance (I chose the AIM-120s as they appear to be more accurate than the Sidewinders) were assembled and painted but left off until after the final painting of the aircraft. No crew is provided, the undercarriage is only shown in the lowered position and there is no option for having the canopy open either, despite it being provided in two pieces. Still, these were oddities rather than problems, as the kit went together quickly and smoothly. Fit of parts was very good, with only a touch of filler being used at the upper wing-root joins and two-seater fillet.

### Accuracy

The kit's dimensions are 153mm by 210mm, which works out at 11.02m and

15.12m respectively. Both Jane's 'Aircraft Recognition Handbook' (1998 Edition) and the kit instructions give dimensions of 10.50m span and 14.52m length, making the model overscale (about 1/68th). However, Defence Data Ltd (via the Eurofighter Typhoon homepage on the internet - <http://eurofighter-typhoon.com>) give dimensions as span 10.95m and length 14.96m, which make the model spot on in this scale. Overall the model certainly looks like our future Tornado replacement, and so I will give Italeri the benefit of the doubt this time and I'm sure there are those out there who will pursue this matter more vigorously than myself.

### Colour Options

Colour and decal options for trials aircraft of all four of the participating countries are provided, though the colour scheme is almost identical for each - low visibility grey (Humbrol 127) with the odd touch of flat black (Humbrol 33). I thus chose the Spanish example for the review as it seemed to have the most decals to apply! I finished the model in Humbrol colours throughout, followed by a coat of Humbrol 165 satin varnish after decalling.

### Decals

These are certainly better than some of

the old Italeri fare, and feature individual markings for each type together with ejection warnings, serial numbers and stencilling. They are in register, of good colour density and crisply printed. I used Johnson's Klear as a setting solution, and the decals went on without a problem. After the final coat of varnish there was only a trace of carrier film and no silvering at all.

**Decal Rating = 7/10**

### Conclusion and Recommendation

I thoroughly enjoyed building this model, and I can't think of anyone who wouldn't! Beginners attracted to this aircraft have a wealth of detail with plenty of bits and no construction vices. The competent modeller can have an EF-2000B sitting on his shelf in a few days and the superdetailer has a good base to work his or her magic upon. In my opinion this two-seat variant has more graceful and flowing lines than the single-seater, and would be a credit to any modeller's collection. At the price of just over a fiver, it comes highly recommended to all skill levels.

My thanks to Richard Kohnstam Ltd for the review sample.

*Dr. Alexander C. Mann*





## Fieseler Fi 156A-1



### Technical Data

**Manufacturer:** Pantera  
**Scale:** 1/72nd **Price:** £3.95  
**Panel Lines:** Recessed ✓  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 51, Clear 7  
**Decal Options:** 2 (Finnish & Bulgarian Air Force)  
**Manufacturer:** Pantera, ul. Sw. Marchin 61, 61-806 Poznan, Poland  
 Tel: +48(61) 853 65 79  
 Fax: +48(61) 853 65 56  
**Sample Supplier:** POL Models

### The Kit

The box is a little flimsy and could be missed on the shelf, as the box art is fine but the brown frame surrounding it is a bit drab. This is the Heller kit repackaged with new decals. The moulding has not suffered in its new incarnation. It is clean, bar a little flash that's not really worth mentioning (well why did I mention it?). The detail is still as good as when it was first released in late 1976 early 1977. The fabric rendition is very good as well as the raised panel lines. Unlike the Heller kit the transparencies come in their own bag which in my book is a good thing. There was a slight blemish on one of the transparencies but the Heller kit had it as well. Or at least mine did.

### The Instructions

These consist of an A4 sheet folded in half. They are well drawn, neat and clear and have an edge over the Heller ones. But there are some inaccuracies carried over from the Heller instructions (see later)

and the canopy doesn't correspond to the instructions in regard to the holes for the aerals as there is no need for them in most cases. The diagrams are neat and are to 'scale' as opposed to other very basic sketches by some firms. The paint scheme is vague but Humbrol colour equivalents are used.

### Construction

The kit went together well, although according to my drawings the fuselage is a little narrow near the cockpit area. The fuselage is slightly too long by 1.5mm. The parts supplied also include the MS.500 which doesn't get a mention in the instructions. Pantera suggest assembling the canopy as a separate area but I found it easier to assemble it as part of the fuselage. Here a new canopy top would be a good idea as there is no suggestion that either variation had the aerals as the kit shows, so you end up with cabin ventilation for the crew. The tailplanes should be the parts numbered 14 and 17 not 14 and 15. Heller made the same mistake here, parts 15 and 16 are for the MS.500. The model needs additional sprue work in the cockpit to be more representative. The air cooler is for the MS.500 and needs to be thinned down or made from scrap. I altered the undercarriage to represent the Storch in the landed position as the kit is modelled in the flying position. I removed about 3mm from the undercarriage legs. Other than that the kit was fine. My only real complaint with this model in that the rudder is too thick and not quite the right shape; the shape in the Airfix kit is closer. I cannot make comment on the Academy example as I have not seen it (yet). Don't forget the age of this kit though.

### Accuracy

Accuracy is pretty good. Spot-on

according to my Aviation News and Aircraft Archive plans except for the slightly too long and thin fuselage. Actual dimensions are 46' 9" span by 32' 6" fuselage. The span is spot on and the fuselage is about 1-5mm too long (Excuse me using both imperial and metric measurements.). This definitely looks like a Storch to me. A plane that looks like it's namesake.

### Colour Options

There are two options given: an A-1 of the Royal Bulgarian A.F. which by its designation must be an early version as the C & D models were built in larger quantity.

The other version is a K-1? of the Finnish A.F. (Possibly K is an export model designation? Even though they only bought two.) Humbrol colours are suggested as H.30 and H.195 and both are listed as green in the instructions, and H.65 for the lower surfaces. I finished my model as the Bulgarian version, a nice change.

### Decals

The decals are by Techmod and are of excellent quality and good colour density. Carrier film is almost nonexistent leading to little if any trimming. There was a small blemish on one of the decals which a touch of black soon put right. They are lovely and thin and reasonably sturdy. But care should be used. They will only suffer a little handling. They adhered well and I used Humbrol Decalfix to help.

Decal Rating = 9/10.

### Conclusion & Recommendation

I enjoyed building this one; I like the Storch anyway. Built straight from the box it's a good kit. With a little T.L.C. it makes an excellent kit. I think that it is suitable for a relative beginner despite the dangly bits. Highly recommended for reconnaissance and Luftwaffe enthusiasts. A very good representation of this unique machine.

My thanks to Pol Models for the review sample.

*S. MacKenzie*



## Grumman F8F-2 Bearcat 'Blue Angels'

### Technical Data

**Manufacturer:** Hobbycraft  
**Scale:** 1/48th **Price:** £12.99  
**Panel Lines:** Recessed ✓  
**Status:** Revised Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 66, Clear 9  
**Decal Options:** 2  
**UK Importer:** Pocketbond Ltd. (see Advertisers Index)  
 Tel: 01707 391509 Fax: 01707 327466

### The Kit

Moulded in light grey plastic, with the two main sprues separately bagged, the kit features fine recessed surface detail, detailed wheel wells, weighted tyres, external fuel tanks, clear wing-tip, landing and formation lights, plus decals for the canopy framing. The canopy itself is relatively thick in comparison with other recent Hobbycraft offerings. The visible cockpit details (instrument panel, gunsight, crash bar) are finely detailed, on

a par with the best kits in this scale. In comparison, the cockpit tub is somewhat simplified, but there's enough to satisfy the casual builder while offering scope to superdetailers and an opportunity to after-market producers.

### Instructions

The six-sided fold-out instructions illustrate the eleven-step assembly sequence. Basic detail painting guidelines are called out in Step 6. The two colour options are illustrated on the reverse, with colour matches to Humbrol, Floquil and Model Master paints. The instructions don't show the crash bar and gunsight installation, but they may have been removed from these display aircraft.

### Construction

Test-fitting showed the kit to be well engineered, with tight joins along panel lines. The characteristic short rudder of

the 'Dash One' Bearcat is cleverly provided as a separate insert. I started assembly with the cockpit, adding a throttle quadrant, some Eduard photo-etched details and Reheat placards. This was all painted with Pactra and Polly Scale acrylics with details picked out in various colours, and careful washing and dry-brushing with oil paints to highlight detail. Assembly generally followed the recommended sequence, with the tailwheel and other small parts left until final painting and decalling were complete. The wing halves clicked into place after shaving the wheel wells a bit. While the wing to fuselage join was a good dry fit, the underwing trailing fillet sank a bit when glued with Tenax 7R liquid cement. Minor adjustments were therefore required to correct a small step at the wing root. Apart from this and a minor correction to the lower cowl join, fit throughout was excellent. Except

from touches to smooth the underwing join and some sprue cutting scars, no filler was required. After masking the cockpit, wheel wells and wing leading edges, I shot on a coat of Halford's White Plastic Primer. This was rubbed down with fine wet and dry and 3M synthetic steel wool to provide a smooth surface for the colour coat.

### Accuracy

The completed model compares well with published plans and dimensions. The kit's engine looks somewhat generic compared with photos of the original taken at Pensacola. On the other hand, there isn't much of it to see once it's under the cowl and behind the big four bladed prop. Most importantly, the finished product faithfully captures the compact, powerful lines of Grumman's last piston engine fighter.

### Colour Options

Two options are provided for the 1949 Blue Angels flight demonstration season:



Yellow Two in blue with the leading edges of the flying surfaces in natural metal, and the overall Chrome Yellow solo performer 'Beetle Bomb'. The instructions specify Glossy Sea Blue (ANA 602) for the blue version. I finished my Bearcat with Model Master Blue Angel Blue, since it was a better match for the kit-supplied canopy framing decals.

#### Decals

Anyone who does Blue Angels subjects knows that the markings make or break the model. Since most kit-supplied markings aren't fully opaque over the blue surface, we've usually resorted to separate white backing, pirating a second set of decals or using after-market products. I therefore had a Superscale Blue Angel sheet to hand just in case but I'm happy to say that my misgivings were unfounded, since the kit-supplied markings were highly satisfactory. These adhered well

with no bleed through when carefully applied over a glossy smooth surface with Microscale setting solutions. Some silvering caused by the pebbly Model Master finish was easily corrected with Micro Sol and a wet lacquer coat which

sealed the carrier film. A separate sheet with decals representing canopy framing was also provided. This might seem like the latest gimmick to some, but I thought they worked quite effectively, featuring Interior Green backing and a reasonably



good fit. I sealed these with a dip in Johnson's Klear.

#### Conclusion

A thoroughly enjoyable weekend project representing excellent value for money when compared with the old Hawk/Testors/Italeri version recently re-released by Signum. As much as I loved that kit, Hobbycraft wins hands-down with a high quality, affordable and up-to-date tooling of the classic Grumman fighter, offering broad appeal with its clean design and range of exotic, colourful schemes. While the rivet counters debate the finer points, the rest of us will enjoy building a kit that looks great. As for me, I'll be putting that Superscale sheet to good use by building the entire Blue Angel team, starting with the 'Beetle Bomb'!

Highly recommended to all.

*Scott G. Welch*

## Piaggio P.166S Albatross



#### Technical Data

**Manufacturer:** Broplan  
**Scale:** 1/72nd **Price:** £TBA  
**Status:** Updated Tooling ✓  
**Panel Lines:** Engraved ✓  
**Fabric Effect:** N/A  
**Type:** Vac-form and Injection Moulded Plastic  
**Parts:** Plastic 12 (Vac), 76 (Inj), Clear 12  
**Decal Options:** N/A  
**Manufacturer:** Broplan, Ul. Pilotów 10G/33, 80-460 Gdansk, Poland.

#### The Kit

The vacu-formed parts are thin and engraving is acceptable. The injection parts will need some cleaning before use and the decals will have to come from the spares box as none are included.

#### Instructions

The black and white instructions give a good indication of the colour scheme for a South African aircraft using Humbrol reference numbers. An exploded diagram of assembly is included although reference is vague in one or two areas.

#### Construction

Construction begins with a good deal of cleaning up of the injection parts before assembling the cockpit. The cockpit floor is difficult to locate and dry-fitting and adjustments were necessary. Since the floor also provides the front wheel well roof, its correct positioning is vital. Once cleaned up, the cockpit assembly and the passenger seats are perfectly acceptable. The side transparencies are moulded integral to a part replacement forward fuselage, which would alleviate the difficult removal of unsightly joins around the glazed areas. I

did not think the fuselage halves would be sufficiently strong to withstand handling if I substituted the clear plastic fuselage part by cutting out the white plastic, choosing instead to cut out the individual glazed areas from the white plastic fuselage and fit the separated transparencies as one would normally. This produced a poor result in terms of the final finish; I may have done better to at least try Broplan's method.

On the major sub-assemblies, the fit of parts was less than perfect with a millimetre mismatch in most joints. Due to the inevitable repair that followed, some accuracy was lost. The gull wings proved most difficult to sand to the right levels and after taking good care to follow the engraved limits, I still had to wedge the wing roots apart and build up the leading edges so the roots would match the attachment points marked on the fuselage. Also poorly matched were the engine nacelles, which required a good deal of filling to fair them into the wings. The engine blocks themselves do not appear to match the cowlings and without any pictorial references of the Piaggio's rear aspect, it is difficult to know how to complete this area to satisfaction.

It is recommended that both the engine nacelles and the fuselage are strongly reinforced to withstand the filling and sanding that will follow. Otherwise assembly causes no difficulty except for the poor location of the undercarriage. Do not forget to add plenty of weight to the nose; I filled mine with lead off-cuts since the kit is surprisingly tail heavy. The need for strengthening around the forward and lower fuselage makes the use of the transparent fuselage insert suspect since it is even softer than the white plastic.

#### Accuracy

With the amount of work needed on the major sub-assemblies, any accuracy that remains is largely a matter of constant measuring back against the quoted

dimensions. It is almost impossible to gauge the span accurately before the wings are fixed in place. The published dimensions are 14.69 metres span and 11.88 metres length. The model measures out at roughly 203mm span and 165mm length which is within 1mm of the appropriate measurements. If care is taken, the span can be made exact through regular dry-fitting and measuring.

The only pictorial references to be found were of Italian aircraft and a number of differences are apparent, i.e. landing lights in the nose and possibly the undercarriage doors may vary in arrangement. It would be very much easier to build the Italian version, since the South African numbers and unit emblems are problematic.

#### Colour Options

One option is given for a South African machine painted in an attractive scheme using Humbrol's 169, 33, 25, 22, 11, and Revell 79 with a light grey interior and blue and grey seats. The thin blue line separating the two main fuselage colours requires care since it comes very close to the wing roots. The effect is a pleasant two-tone grey and white scheme.

#### Decals

As usual with Broplan, there are no decals included with this kit. South African

insignia from the Airfix Mirage F.1 were used. The unit shield is quite unique and so one was substituted from the spares box that gives a similar impression, as was also done with the serial number which should have been '888'. The serial appears under both wings requiring six large and unusually shaped figure-eight decals. Since I could only gather four I applied the number 887, probably fictitious, and only meant to convey the impression of the finished aircraft.

#### Conclusion and Recommendation

Once cleaned up, and with some care, a fair model can be made. I think the Piaggio is an attractive design with an interesting scheme but the lack of decals for Broplan's more obscure offerings is a constant challenge. Not that I mind a challenge, but it was not an easy kit to build, taking me the best part of 120 hours! Still, more lessons learnt and another kit for the cabinet. If you are prepared to put the time in, then all well and good since it's a lovely aircraft. I can only recommend this kit to experienced vac-form builders who also have a large collection of spare decals or the necessary talent to produce their own lettering. Good Luck!

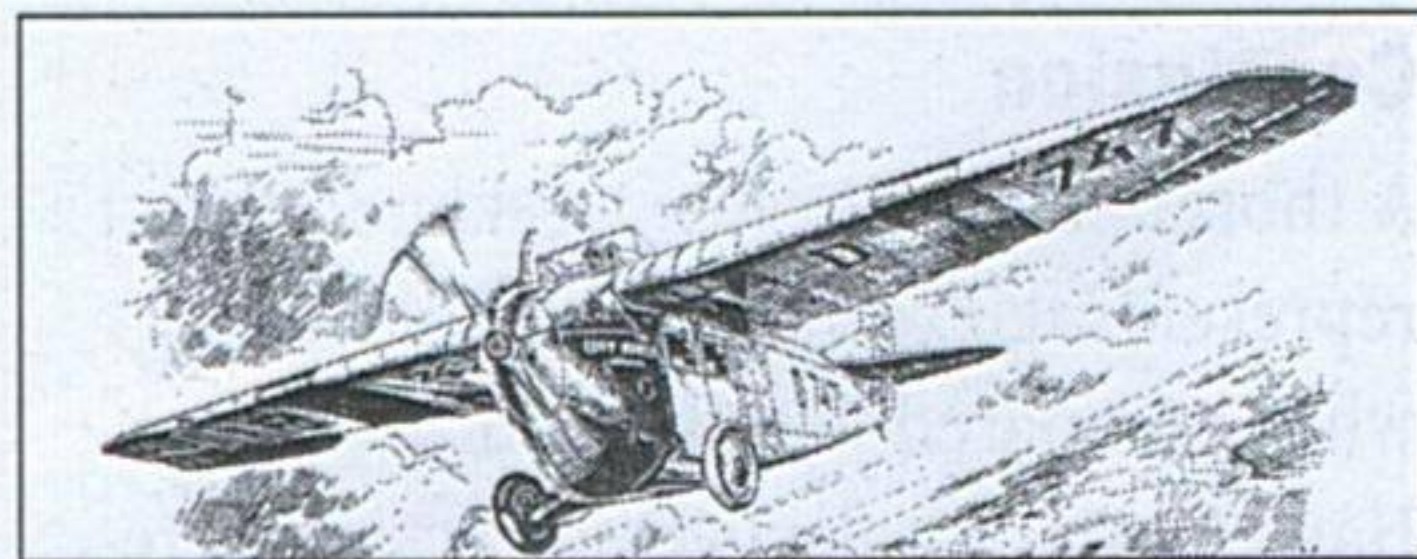
My thanks to Broplan for the review sample.

*Deon Whittaker*





## Focke Wulf A 16



### Technical Data

**Manufacturer:** Planet Models  
**Scale:** 1/72nd **Price:** £20.00  
**Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Resin  
**Parts:** Resin 35 & Clear Plasticard  
**Decal Options:** 1  
**UK Importer:** Hannants

### The Kit

The kit comes in a plain white box with a pleasing line drawing of the full-size aircraft. Parts are cast in light tan resin and sealed in separate compartments of a large plastic bag for protection. The castings are very clean with no visible air bubbles or surface imperfections. The main airframe components remain attached to their pouring gates, while smaller parts are carried on a thin, easily cleaned-up wafer of resin. Surface detail is very fine, with the wings' fabric-over-ribs effect, undercambered aerofoil and scalloped trailing-edges particularly well done.

### Instructions

A double side of A4 with exploded-view/assembly drawing, Czech & English history and three-view painting and decalling diagram.

### Construction

After separating fuselage, wing and tailplane halves from their pouring blocks and cleaning off the 'wafer' from smaller items, construction begins with the interior. The A 16 carried three or four passengers in an enclosed cabin; the pilot braved the elements in an open cockpit. The cabin is made up of

fore and aft bulkheads, floor and roof. These are joined to form a box structure, to which are added cockpit floor and sidewall (the cockpit is offset to port). An instrument panel, control column, rudder pedals and 'shelf' for the pilot (poor chap didn't have much in the way of creature comforts!) complete the cockpit, while three seats are provided for the cabin, each made up of four parts. Planet gives no advice on interior colours. Given that the A 16's structure was all wood I guessed that the cabin might just have been varnished, so I finished it in a light tan colour, with darker brown seats. Whatever colour you choose, little if anything will be seen of the cabin interior unless you leave the separate door open. Acetate sheet is provided for the cabin windows, but I preferred to use Kristal Klear at a later stage. Once the cockpit/cabin sub-assembly has been installed, the fuselage halves are joined. Some filler was needed along the undersurface joint-line to clean up a slight mismatch in profile between the two halves. After truing up the forward face of the fuselage I installed the cowling front and top cover, but left off the 'Rhino horn' exhaust for the 100 hp Mercedes D.1 engine and the starboard side 'washboard' radiator until after painting. The assembly diagram shows three small 'projections' (I suspect they could have been steps for engine access) being attached to marked locations on the port cowling side. These did not seem to be among the parts on the resin 'wafers', so I made them from Plasticard.

Wings are intended to be butt-jointed to the fuselage sides, care being taken to ensure that the upper surface of the wings is 'flat' when viewed head-on. I drilled wing roots and fuselage halves to accept brass wire stub spars, just to be sure of a good joint; those cantilever, solid resin wings are quite heavy. Ailerons are separate, and may be suitably deflected for added interest (be sure to position the control column to suit!) Tail surfaces are simply butt-jointed to the fuselage. The narrow-tyred wheels are also shown simply being glued to the integral

stub legs on the fuselage, but I drilled them to accept short wire axles. Installing the tailskid completed the airframe, save for control cables to be added after painting.

### Accuracy

The full-size A 16 had a wingspan of 13.90 metres and a fuselage length, less rudder, of 8.50 metres, which equate to 193 mm and 118 mm in 1/72nd scale, and those are exactly the kit dimensions.

### Colour Options

One only, for Deutsche Lufthansa's A 16a D 747 'Norderney', finished in Hellgrau with black forward fuselage, chordwise wing stripes and narrow outline to rear fuselage and tail surfaces. After priming with matt grey I airbrushed Xtracolour X221 RLM63 Lichtgrau, then masked off for the black nose and wing stripes. The thin piping around the rear fuselage and tail was reproduced using strips of black decal film, and the whole airframe given a coat of satin varnish. The natural wood propeller was reproduced with my favouring Dulux BrushWood Deep Mahogany.

### Decals

A small sheet, by Propagteam, provides black registration letters for upper and lower wing

surfaces and fuselage sides, Lufthansa's 'bird' logo for the rudder and white Lufthansa title and individual aircraft name for the cowling. As ever with Propagteam they were thin and required careful handling, but adhered very well and required no setting solutions.

**Decal Rating = 10/10**

### Conclusion and Recommendation

This was one of those resin kits that, unlike some, evoked an immediate 'feel-good factor' upon opening the box, and it continued throughout construction. It is a charming and easy-to-build replica of a significant aircraft, the first product of Focke-Wulf Flugzeugbau AG after its foundation in 1924, although designers Heinrich Focke and Georg Wulf had previously collaborated. This was my first experience of Planet Models, and a very happy one. I hope they will cover further pre-war German civilian aircraft types. In the meanwhile, for fans of early airliners, or anyone looking for something different, the bird-like Focke-Wulf A 16 (it reminds me of a plump pigeon) comes highly recommended.

My thanks to Planet Models for the review sample.

*Mike Jerram*



## LaGG-3



### Technical Data

**Manufacturer:** Toko (Ukraine)  
**Scale:** 1/72nd **Price:** £5.99  
**Status:** New Tooling ✓  
**Panel Lines:** Engraved ✓  
**Fabric Effect:** ✓  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 83, Clear 6  
**Decal Options:** 5  
**UK Importer:** Pocketbond Ltd.  
**Source:** POL Models (Index)

### The Kit

At first glance, 89 parts for an aircraft of this size is going it a bit, however this fascinating little kit provides sufficient parts and decal options for no less than five

distinct aircraft. The LaGG-3 was produced with 66 variants (or series); you are specifically offered series 1, 5, 11, 35 or 66.

The kit arrives in a box that is prone to flattening but with parts and transparencies bagged separately. It is moulded in light grey plastic with recessed panel lines; there is a little inconsequential flash. However, some parts are not too crisp especially at the edges (this observation will become relevant later on).

The duplication of aircraft part: for the different series is a little daunting, for example, two sets of upper wings, three different front upper fuselages, two sets of tailplanes, two rudders and numerous radiator and chin options, not to mention the canopy variations!

### Instructions

A nicely produced 12-page A5 booklet is provided, containing well-executed line artwork and constructional detail. The text is given in Ukrainian (or Russian?), English and German. Paint references are given for Humbrol.

A lot of time and effort has gone into producing a lucid and informative instruction set; the side and plan elevations for each variant are particularly pleasing.

The only problem I found was that the reference to the location of the ventral radiator was vague and had to be surmised from the side views and other sources.

### Construction

The cockpit is well detailed; the sidewalls in particular show up well after dry-brushing. The prominent gun-sight is missing though. I found that gluing the instrument panel to the cockpit floor stored up trouble later on, and it's far better to slot the panel into the groove in the (assembled) fuselage halves and offer the floor up.

One of the fuselage halves had a pronounced twist at the nose, making assembly difficult. The solution was to cement the rear fuselage and rudder first, line-up and let dry, then tackle the front with the aid of tape. The problem is compounded by the fact that chin and front

upper fuselage parts have to be incorporated as well. Good luck!

I liked the separate wheel wells but I did not like the fact that no allowance for them had been made in the upper wings i.e. I had to cut and pare away at the upper wing joins to accommodate them (very fiddly with a risk of going through the upper wing).

Anyone wanting a "flying attitude" aircraft will find that the undercarriage doors are flat and do not follow the contours of the fuselage/wing root.

The distinctive wing-root air intakes are missing and they will therefore need to be drilled and shaped in the wing-roots. I also drilled out the machine-gun ports in the upper fuselage and replaced the kit pitot tube with stretched sprue.

I felt that the undercarriage legs and doors were a little too thick and that the trailing edge could be a little thinner, but I didn't bother rectifying these minor quibbles.

Whilst the transparencies are super-clear, modellers of the Series 66 aircraft will



find that no allowance has been made for the longer canopy. Part of the fuselage will need cutting away and the side windows will need trimming. As it is, the side windows will need careful fitting into the fuselage anyway - the side windows have the correct profile so it is the apertures that need re-shaping.

You are provided with drop tanks and RS82 rockets. This aircraft was fitted with either six or eight rocket rails; I fitted six.

Despite my comments, this kit was an enjoyable build. A recurring feature is that most parts needed to be actively fitted to each other. On first glance the kit's parts look all well and good but, subtly, they do not fit! It is therefore necessary to proceed slowly and carefully to minimise the use of filler. How annoying this is depends on your outlook. I personally found great satisfaction in producing a "hand-fitted" model that needed next to no filler. Those of you requiring a quickie build will be disappointed.

#### Accuracy

The model scales out exactly in length

(8.81m) and is about 1mm too short in the wing (9.81m) according to my principal source, the excellent French periodical "Le Fana de l'Aviation", May 1997. I have since obtained the Squadron Signal "LAGG-3 In Action" booklet, that offers a comprehensive volume detailing every one of the 66 series - in it I notice that the shape of the exhaust shield of the Series 1 aircraft is incorrect.

I found this a particularly attractive aircraft and the overall stance and look of the finished model captures the original well.



#### Colour Options

The five options offered are: a grass-green/black-green Series 1 from the Karelian front in 1944; a winter Series 5 of the Baltic Fleet in 1942; a grass-green/black-green Series 11 from the Karelian front in 1942; a grass-green/black-green Series 35 of the Moscow Air Defence Zone 1942 or a blue grey/steel grey Series 66 from the Black Sea Fleet 1944.

I went for the "cat and mouse" markings of the Series 1 machine from the Karelian Front. The white spinner and white

markings are set off nicely against the two-tone green.

#### Decals

The decals are quite thin and I'm afraid I messed up with the cat and mouse (so much so that I went and bought another kit for the decals!). Stencilling is provided for the propeller blades and fuselage sides. However the decals have a lot of carrier film which required enormous quantities of Johnson's Klear to eradicate.

**Decal Rating = 5/10**

#### Conclusion and Recommendation

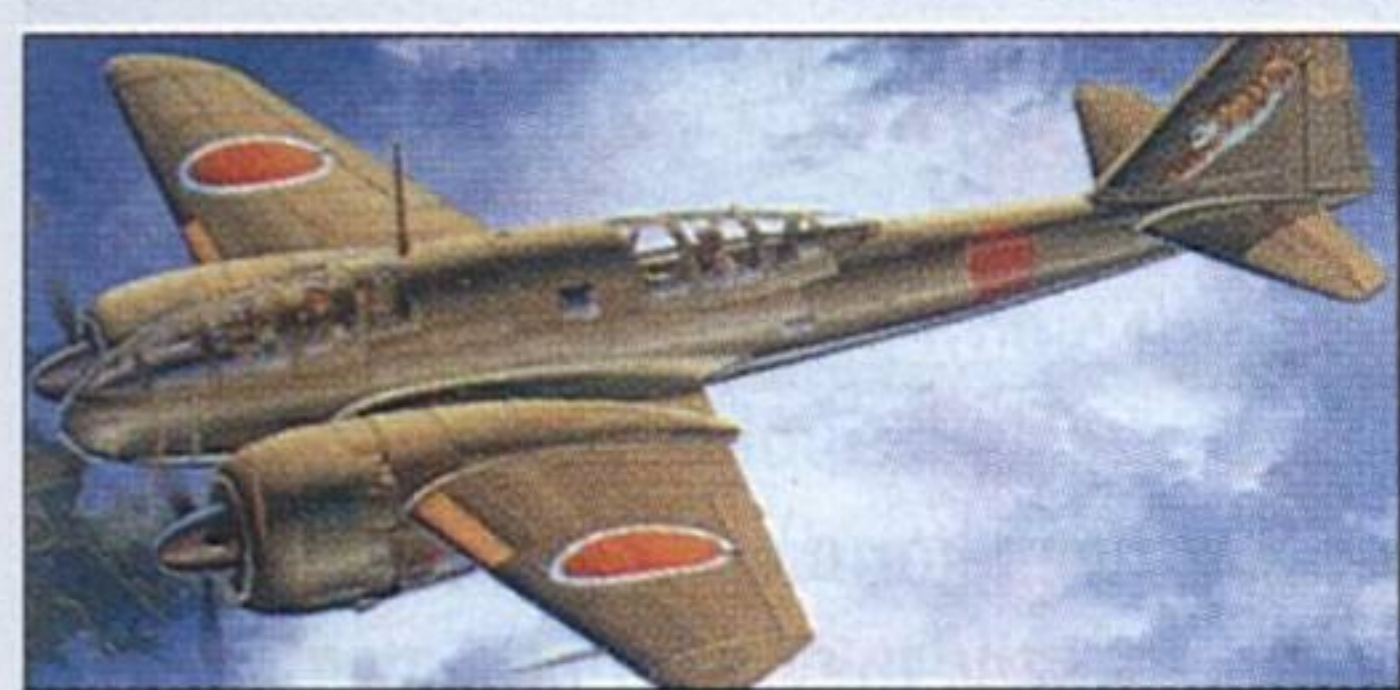
Despite my comments regarding fit, I enjoyed this kit, and the resulting aircraft is a pleasing and unusual subject.

Recommended provided you're not in a hurry. I'm looking forward to completing the rest in the series now, but what to do with all the left-over bits? I'm thinking of vac-forming a fuselage and lower wing to produce a flight of "flying attitude" LaGGs!

My thanks to POL Models for the review sample.

*John Chisholm*

## Mitsubishi Ki-46 III Dinah



#### Technical Data

**Manufacturer:** Tamiya  
**Scale:** 1/48th **Price:** £13.99  
**Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** 70 Plastic (Grey), 11 Clear  
**Also Includes:** 4 Poly Caps  
**Decal Options:** 3  
**Manufacturer:** Tamiya Inc., 3-7 Ondawara, Shizouka-City, Japan.  
**UK Importer:** Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD.  
 Tel: 01442 261721 Fax: 01442 240647

#### The Kit

Even though this kit has been around for a couple of years and has recently been re-tooled to a Ki-46 III configuration, it has lost none of its appeal (to me anyway). Crisply moulded in a light grey plastic, the kit has engraved panel lines, but these are rather faint in some places and could easily be lost by the application of too much paint. The parts are held on four reasonably large sprues, with one for the clear parts. They are all bagged to stop the clear parts getting marked.

#### Instructions

These are Tamiya's usual style. Assembly is completed in eleven stages and painting notes are called out where appropriate. 'Nuff' said really.

#### Construction

Construction starts, as usual, with the

cockpit. Both parts are well detailed, but no doubt the super detailers will find something to add. The instrument panel has raised lines, but no decals, so I dry brushed them, and both cockpits need seatbelts added. All the sources I have for the interior of Japanese aircraft disagree with each other so I painted it Humbrol 78, with a little more light grey in it. Probably wrong, but I don't build that many Japanese aircraft - that's my excuse and I'm sticking to it!

The fit of both cockpits is absolutely awful. I inserted the cockpits without glue, then applied superglue where they touched the cockpit walls. (Both parts were inserted like this.) I then did what (little) I could to fill the gaps. The fuselage join is no better. I think the best way to join them is to glue the tail together, then work forward, gluing 2 or 3 cm at a time, using liquid poly. Thankfully the rest of the construction went well. The engines are particularly noteworthy, capturing the look of the originals very well. Two styles of spinner and propeller are provided. I used D11 and D12, while D14 and D15 went into the spares box. Don't fit the undercarriage after you've installed the wheel wells and glued the wings together. If you do, you'll have to snap the location tabs to get the main oleos to fit in.

The canopy sections, if modelled closed, are a rather tight fit, but to close them would be a crime considering the interior detail. Remember to fit pieces A24 and A26 before you fix C12 in place. I didn't!

#### Accuracy

The Dinah scales out to 36ft 1.2 inches in length, and 48ft, 2.4 inches in wingspan, compared to 36ft 1 in and 48ft, 2.75 in, using 'The Concise Guide to Axis aircraft of W.W.II.' I doubt if it could be any closer, and it's got 'Dinah' written all over it.

#### Colour Options

The kit has three schemes, all in IJN dark green over IJN Light Grey (boring, boring, boring!) but the tail area adds a blast of colour to finish. I went for an aircraft from 'Hiko' - 10th Sentai, 1st Chutai (best tail art) and hand painted AeroMaster Army Dark Green over Humbrol 64. I found the AeroMaster paint rather thick and it dried far too fast for my liking. Also its finish left a lot to be desired, definitely not what I'm used to from Aeromaster. The wheel wells were painted the same colour as the cockpit interior.

I used Humbrol Matt Aluminium over the main colour scheme to replicate the extensively worn paint around the leading edges.

#### Decals

These are thin and adhere well to the model. Too well in places - they stuck fast to where they were applied and broke up when I tried to move them. Also, when I did manage to move them, they lifted the paint off with them! Definitely the

strongest decal glue I've ever seen! I had to clean up the decals and touch-up the paintwork, but compared with the other problems I had with the kit, this was one of the easiest to sort. I painted the wing leading edges with Humbrol 24, instead of using the decals provided, before going over them with Humbrol aluminium.

**Decal Rating = 8/10.**

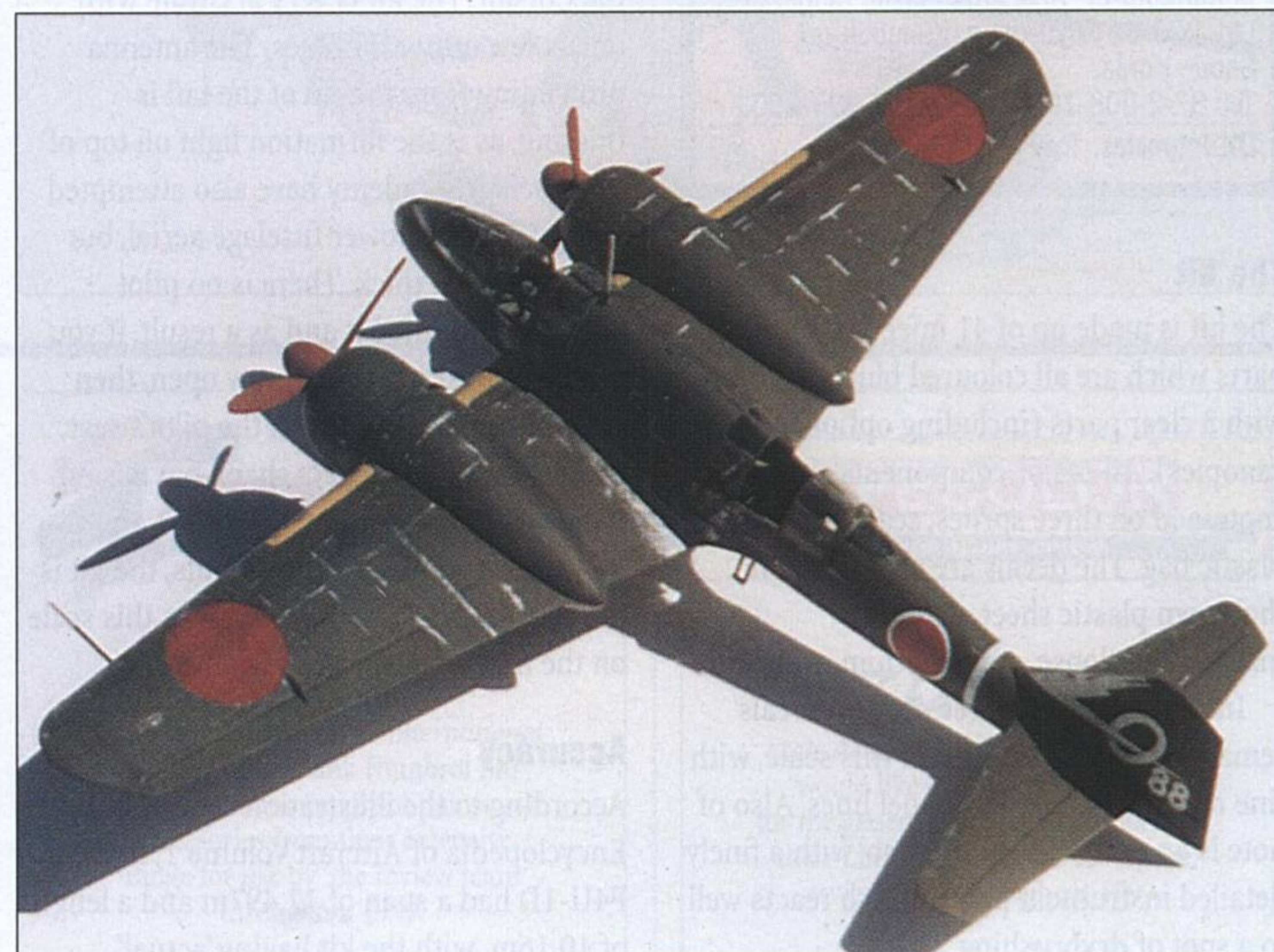
#### Conclusion & Recommendation

Well, I got this kit to help me unwind at the end of each day, but I got so wound up with it at times I just cracked! I had to work at it, but I think the end result is worth the work. I will be buying more - don't ask why!

Some easier kits under the belt would be helpful before attempting this one, as well as lots of patience! Recommended to the intermediate and above who likes a bit of a challenge.

My thanks to Richard Kohnstam Ltd. for the review sample.

*Kenneth Clapham*





## Airbus A340 'Air Canada'



### Technical Data

**Manufacturer:** Revell®  
**Scale:** 1/144th **Price:** £TBA  
**Panel Lines:** Recessed ✓  
**Status:** New Decals ✓  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 111, Clear 1  
**Decal Options:** 1  
**UK Distributor:** Revell® Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK42 9RS  
 Tel: 01234 360201 Fax: 01234 342110

### The Kit

First issued as a Lufthansa scheme aircraft and then as an Austrian Airlines version (in Austria only) this kit has been around for a short while. Moulded in slightly off-white with open fuselage windows and a clear cockpit, the engraved panel lines are very crisp and just deep enough to show very lightly through a coat of paint.

### Instructions

Produced in the now usual booklet form of twelve pages, the first five being language translations and a paint reference chart. The

last page has four views to be used for painting and decal placement but these are very small drawings and could do with being larger.

### Construction

Very straightforward and it doesn't take long before the aircraft takes shape and is recognisable as an A340. I had a few fit problems with the under fuselage pan that contains the main wheel wells, as there doesn't seem to be enough material on the inside of the fuselage to get a good join. Use superglue for the best attempt. The front undercarriage leg is supposed to be placed in the wheel well before joining the fuselage, but this means it is easy to break and difficult to fix. If you shave a short piece off the locating pin on one side and use superglue to fit the leg this can be done afterwards. The cockpit glass did not fit easily and had to be sanded top and bottom to squeeze in. Other than a quick seam-sand the kit fitted very well.

### Accuracy

Well it looks like an A340, as the basic shape and nose shape are good. The wing should have slightly more negative camber on the outer trailing edges but it isn't noticeable unless you look hard. The span of the real aircraft is 60.3m (scale 41.8cm) and length 63.7m (scale 44.2). The kit measures 41.1cm

and 43.1cm respectively, so it is well within scale, plus it was difficult to measure span and length with winglets and overhanging tail.

### Colour Options

The aircraft is white on the whole fuselage and I used Halfords white primer for this which was then polished out and coated with Future. I find this gives a more realistic gloss white than one of the high-gloss white paints. The wings are light grey (Revell 371) with corrugard centres on the upper surfaces. I mixed this using Chrome Silver and Dark Grey, but an easier option is available in the form of corrugard inserts from aftermarket decal manufacturers. The tail colour was a subject of discussion by members of the internet Airliner Modellers Digest and it was found to be green/blue/black depending on the lighting. Revell recommend mixing 80% Moss Green (62) and 20% Night Blue (54). I added some black as it didn't seem dark enough.

### Decals

The decals are for an Air Canada aircraft registration C-FYLC, and look quite accurate to me. The decal sheet has lots and lots of small stencils and it took me over six hours to apply them all. I did not use any sol/set solutions and no silvering was seen. The decals were very thin and adhered very well, though one item to watch is that decals 60 and 63 have been swapped on the instructions

**Decal Rating = 9/10**

### Conclusion & Recommendations

An easy-to-build and wellfitting kit, with no major problems and a nice colour scheme.

Recommended for all builders as it is quite a large kit for the money.

My thanks to Revell® Binney & Smith (Europe) Ltd for the review sample.

*Paul Gold*



## Chance Vought F4U-1D Corsair



### Technical Data

**Manufacturer:** Academy  
**Scale:** 1/72nd **Price:** £5.99  
**Panel Lines:** Recessed ✓  
**Status:** New Tooling ✓  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 41, Clear 3  
**Decal Options:** 2  
**Options:** Two styles of main canopy. Optional drop tank and bombs  
**Manufacturer:** Academy Plastic Model Co., Ltd. 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.  
 Tel: 82-2-908-7000 Fax: 82-2-997-3003  
**UK Importer:** Toyway

### The Kit

The kit is made up of 41 injection moulded parts which are all coloured blue/grey, along with 3 clear parts (including optional canopies). All major components are contained on three sprues, sealed in a plastic bag. The decals are also sealed in their own plastic sheet, with the instructions, loose, at the bottom of the box.

Inspection of the three sprues reveals remarkable detail for a kit of this scale, with fine raised and recessed panel lines. Also of note is an excellent cockpit 'tub' with a finely detailed instrument panel, which reacts well to a spot of drybrushing.

### Instructions

Academy's sheet is well laid out and easy to follow, with painting details pin-pointed at every stage of the construction. Federal Standard numbers are listed for the exterior colours only.

### Construction

The kit builds up very easily and really it's up to your drybrushing of the cockpit and engine to make this model stand out. Care has to be taken when attaching the wings to the fuselage, but if you take your time with this and allow it to dry, then I'm sure you will have a terrific 1/72nd scale replica of the Corsair. The kit is very accurate with only a few minor quibbles. The antenna protruding from the tip of the tail is missing, as is the formation light on top of the fuselage. Academy have also attempted to represent the lower fuselage aerial, but this is way too thick. There is no pilot supplied with the kit and as a result, if you decide to position the canopy open, then you will need to embellish the pilot's seat, which seems the correct shape but has no detail to it.

Other than these minor points, the kit is probably the best of the Corsair in this scale on the market at the present time.

### Accuracy

According to the illustration carried in the Encyclopedia of Aircraft Volume 1, the real F4U-1D had a span of 12.497m and a length of 10.16m, with the kit having 'actual'

measurements of 12.24m and 10.08m; a touch undersized if my information and calculations are accurate, but it certainly looks the part.

### Colour Options

Two options are available, a three-tone F4U-1A of VF-17, and an overall gloss navy-blue F4U-1D of VMF-212. I chose the F4U-1D which was flown by Captain Delong who was training in the States with this particular aircraft in 1945 after completing his tour of duty in the Pacific. I therefore decided to leave off the fuel tank and bomb which are with the kit and kept weathering to a minimum.

I used AeroMaster US Navy Sea Blue (1045) sprayed with gloss varnish, to get the correct finish using Tamiya XF-2 flat white for the undercarriage and propeller spinner, Humbrol 78 for the cockpit and Humbrol 53 for the engine.

### Decals

The decal sheet includes stencil details as

well as the major markings for the two options. As the majority of the markings are white, at first glance the sheet appears to be empty as the decals are also on a white background which makes the identification very hard! A different coloured background sheet is really required Academy! The decals were applied using Micro Set and Sol and conformed to the model satisfactorily, but the actual decals are a bit too thin and lose their opacity once settled on the dark blue paint.

**Decal Rating = 7/10**

### Conclusion and Recommendation

This is the first real 'modern' Academy kit I have made, and I have to say the level of quality is right up there with our oriental friends. Ideal for beginners and the experienced. You will not be disappointed with this one. Recommended.

My thanks to Academy Plastic Model Co., Ltd. for the review sample.

*Darren L. Cooksey*





# Sikorsky MH-53J 'Pave Low III'



## Technical Data

**Manufacturer:** Galaxy (Fujian) Toys Co. Ltd.  
**Scale:** 1/72nd **Price:** £6.00 (inc. P&P)  
**Status:** New Tooling ✓  
**Panel Lines:** Engraved ✓  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 112, Clear 10  
**Decal Options:** 2  
**Manufacturer:** Galaxy (Fujian) Toys Co., Ltd., QuianYu Street, GuShan, FuZhou, Fujian, China.  
 Tel: 0591 3659288 or 3654557  
 Fax: 0591 3657666  
**UK Source:** The Turntable, 11 Belle Vue Terrace, Blackwood Hall, Luddendenfoot, Nr. Halifax, West Yorks. HX2 6HG  
 Tel/Fax: 01422 883489

## The Kit

If the box art looks familiar, it's because it's a thinly disguised copy of Italeri's MH-53J, which is an indication of what's inside! The sprue pattern is identical to Italeri's but the moulding has some flash, sink marks and rough edges to be dealt with, and some of the smaller detail is a bit vague. The raised and engraved surface detail is quite good and the whole thing is moulded in a 'sand' coloured plastic. The interior panel detail by the rear ramp is missing from this version, which suggests it may be a discarded early Italeri tooling.

## Instructions

The instructions are also a copy of Italeri's, minus the sprue plan. They include all the colour painting references, together with the FS numbers, for both the USAF colour options provided. For a kit of this size, the instructions could have been a bit bigger to improve the clarity of the placement of some parts.

## Construction

Apart from the general clean-up of parts before use, construction is fairly straightforward and the fit of parts is generally OK. The interior goes together well although the cockpit rear bulkhead doesn't fit flush with the fuselage interior. The clear nose section presents a bit of a challenge; the detail isn't as sharp as its Italeri counterpart and the shape of the windscreen pillars has become confused

with that of the wipers. In addition to this, the edge where the nose attaches to the fuselage is 'flared' and needs a fair amount of filing down to get it to fit flush with the fuselage sides. Still at the nose, a good fit of the additional equipment housing at the base is impossible without the need for filler, even after you have removed the location 'stump' for the HH-53 refuelling probe.

The windows down the side of the fuselage don't seem to fit the holes very well, even after their shape has been corrected, and Kristal Kleer (or similar) can be used to replace them.

## Accuracy

All the kit's major dimensions, fuselage length (11.2 inches) and overall length (14.7 inches) and height (4.15 inches) all scale down accurately from the impressive dimensions of the real aircraft (67 feet 2 inches, 88 feet 3 inches and 24 feet 11 inches respectively) given in the World Encyclopaedia of Civil and Military Helicopters. Only the main rotor diameter of 72 feet 3 inches came up just short at 11.9 inches instead of 12.04. The finished model captures the look of the real machine very well.

## Colour Options

The kit provides painting instructions and decals for both the 'Desert Storm' version and the more common three-colour green/grey 'lizard' scheme. The instructions show both sides and top and bottom of each scheme, although you'll need good eyesight or a magnifying glass to see exactly where the colour patterns meet.

## Decals

The decal sheet is a rough copy of Fujimi's MH-53J sheet containing 95 individual subjects. The problem is, the instructions don't actually tell you where to put all the stencilling and walkways not in the Italeri kit. The sheet does provide a range of serial numbers and the white 'Desert Storm' invasion stripes but good reference material is essential as no two 'Gulf' machines appear to be exactly the same and most of the stencilling and warning signs were not re-applied on top of the desert scheme.

The print quality is a little rough around the edges and too thick in places, resulting in the size and shape of some of the figures appearing incorrect, and the USAF insignia is supplied in three colours instead of the

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black stencilled version now used on camouflaged machines. The carrier film is thin with a satin finish and it adheres quite well to a gloss-painted surface.

**Decal Rating = 7/10**

## Conclusion and Recommendation

The conclusion is, there are better versions of the MH-53J 'Pave Low III' on the market in terms of overall quality. However, a

decent model can be produced by a modeller with a reasonable amount of patience and ability, and perhaps with some replacement decals in their spares box. On this basis though, I can't really recommend this particular kit.

My thanks to The Turntable for the review sample.

*Fred Tooke*



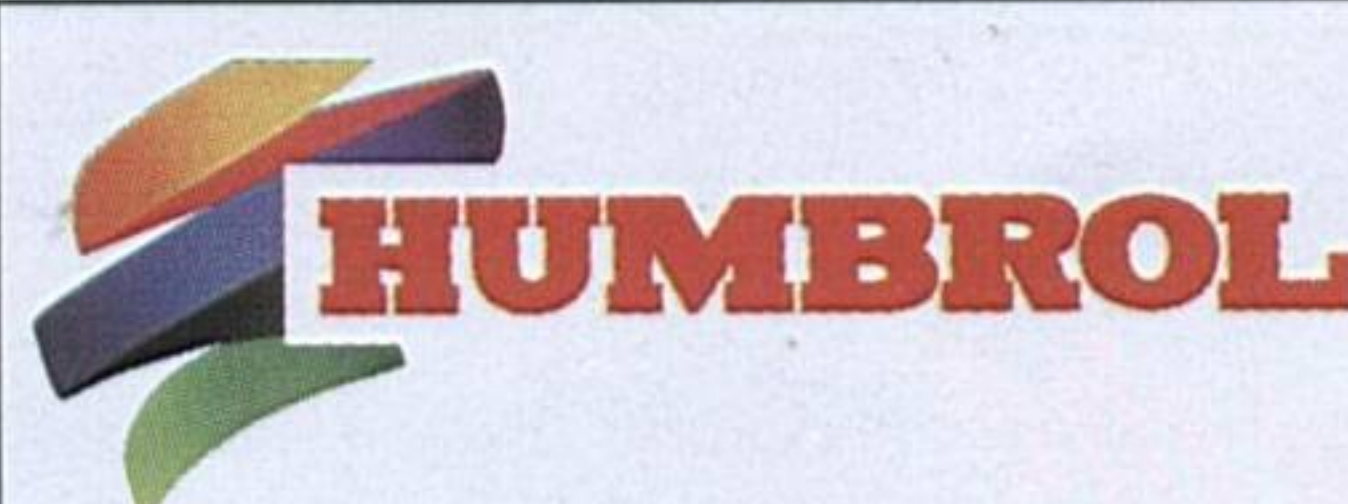
## Thank You

Scale Aviation Modeller International would like to thank Revell, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



## Thank You

Scale Aviation Modeller International would like to thank AeroMaster (via Athena Books & Hannants) for the generous supply of paints from their 'Warbird Color' and 'Warbird Acrylic Color' range for use by the review team throughout 1999.



## Thank You

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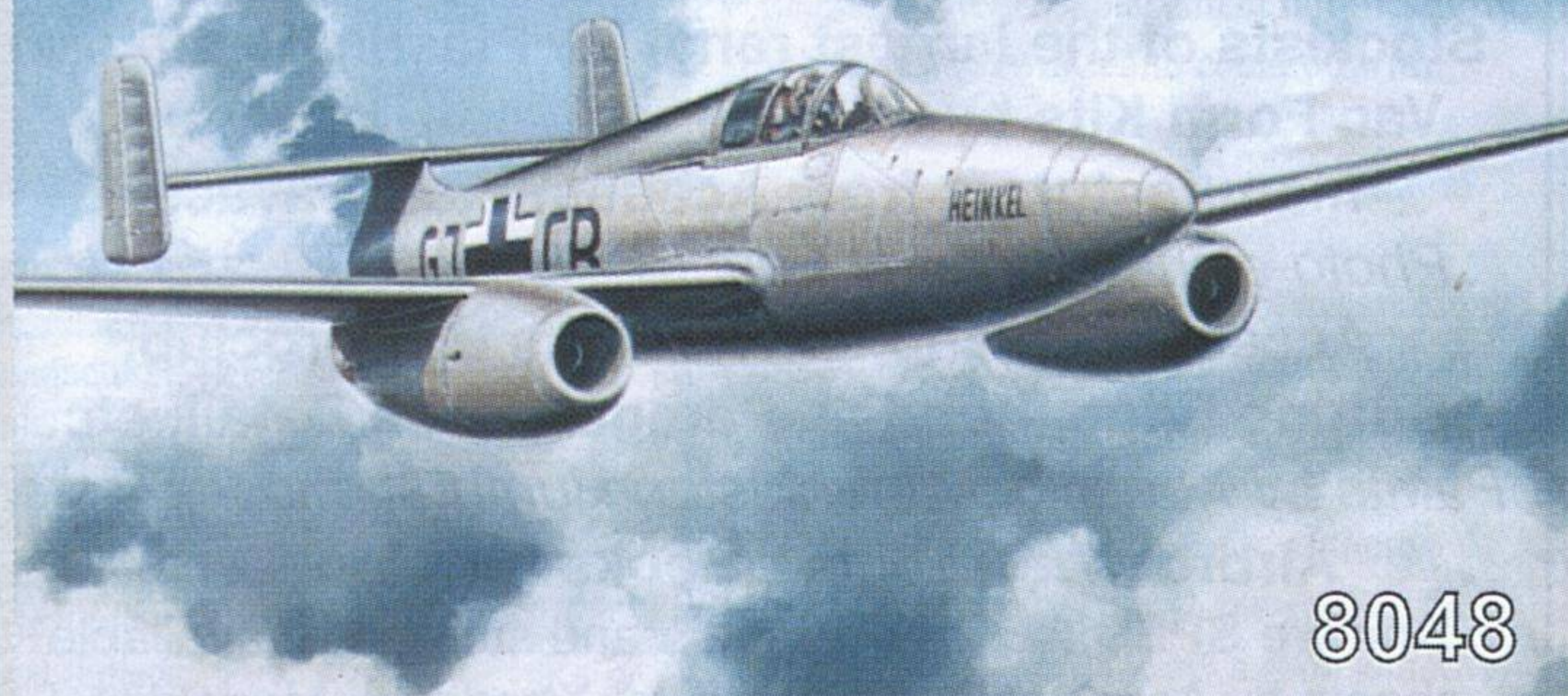


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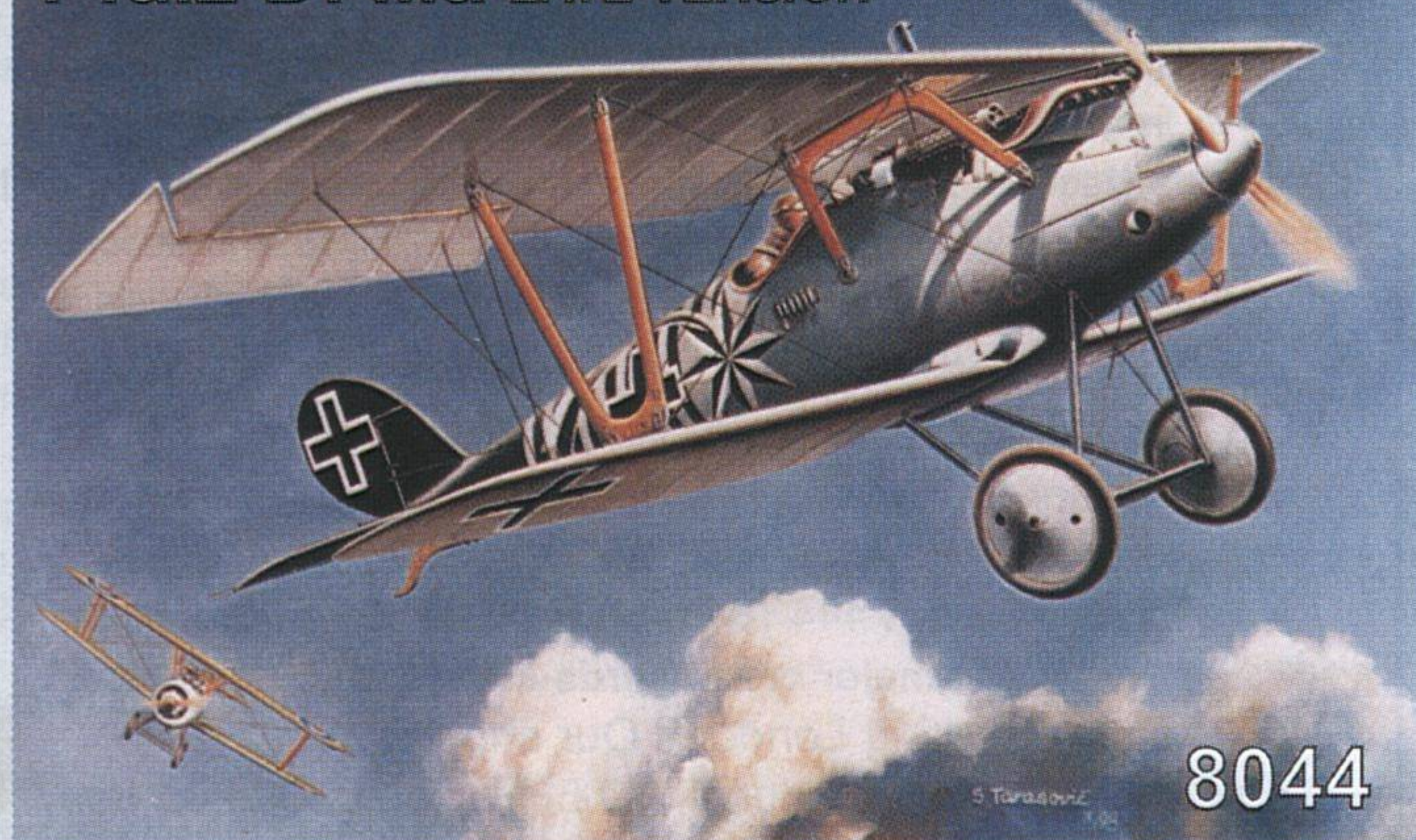
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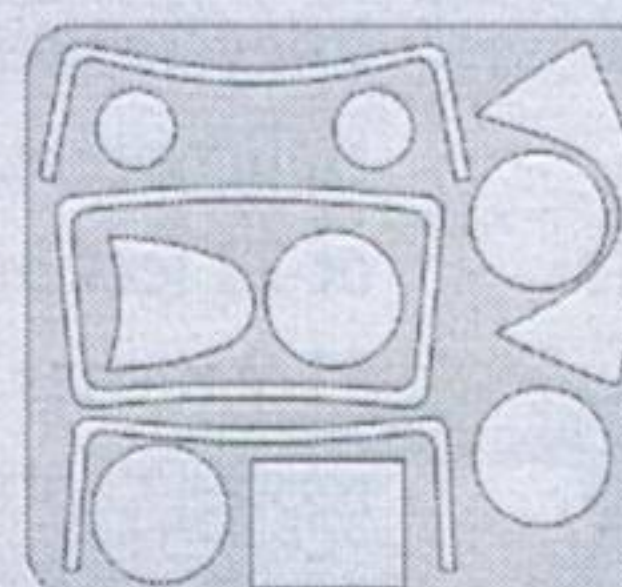
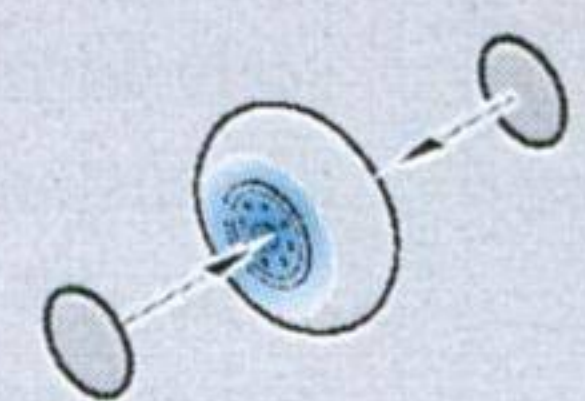


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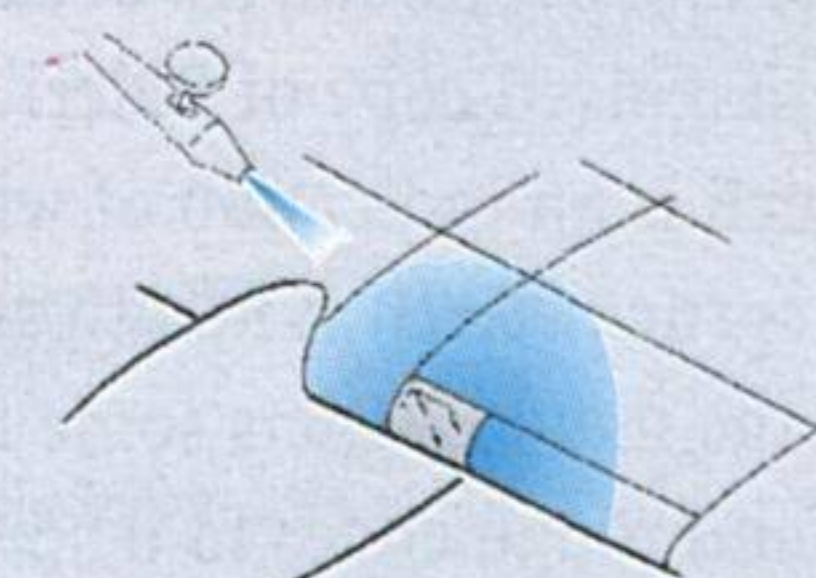
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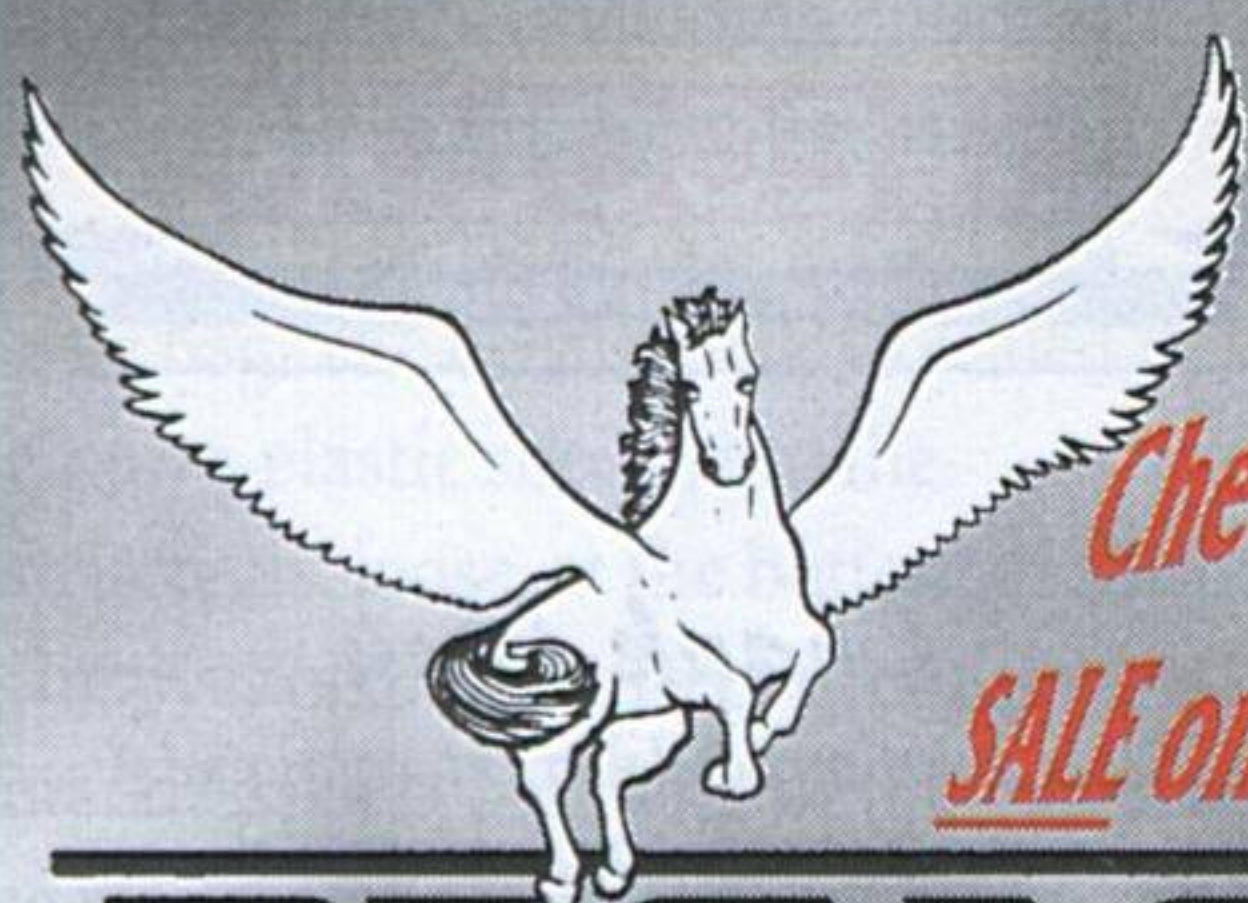
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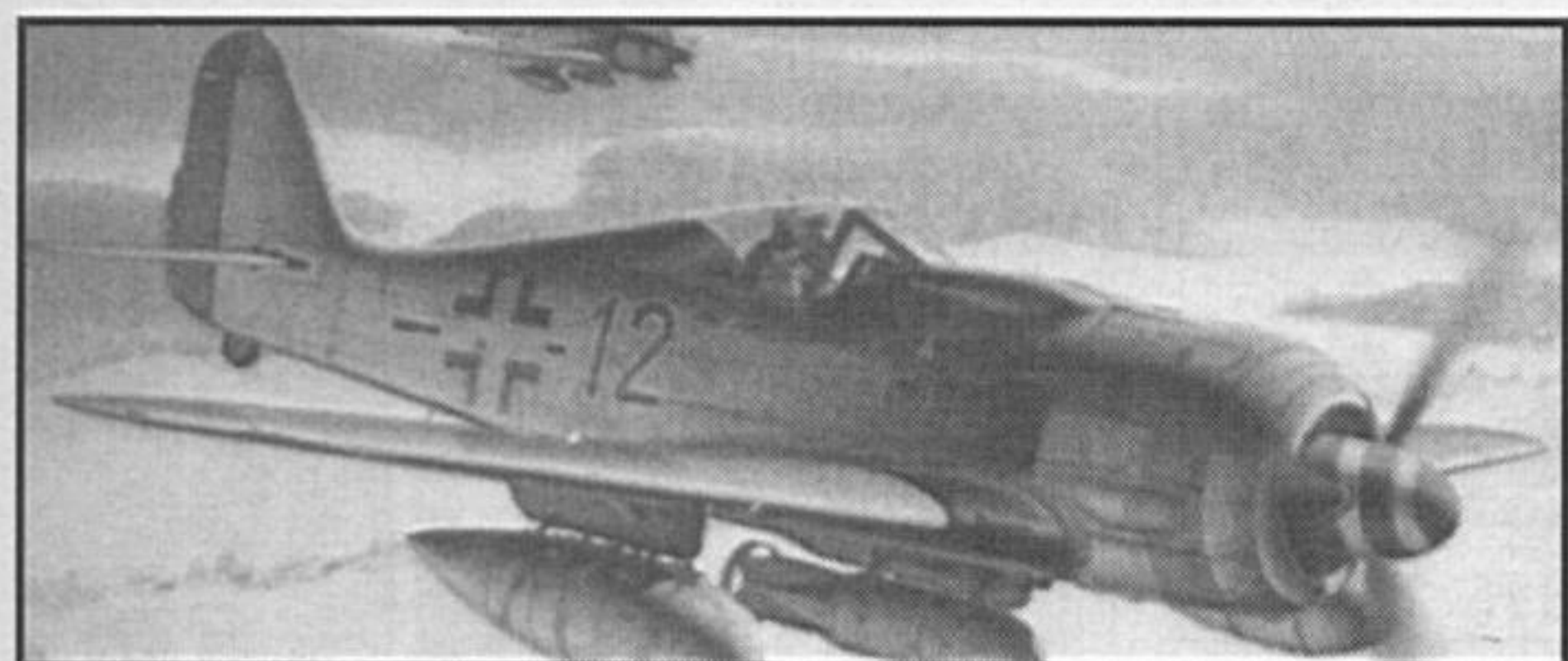
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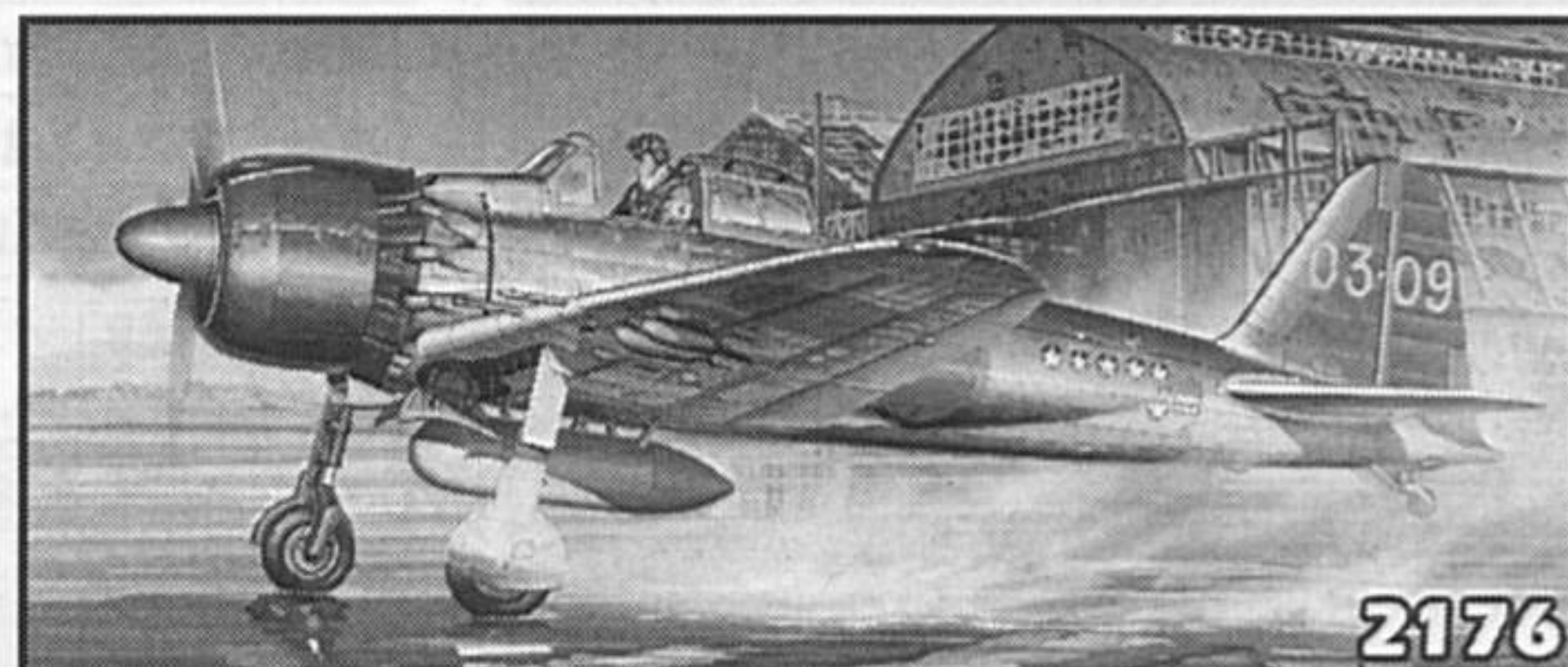


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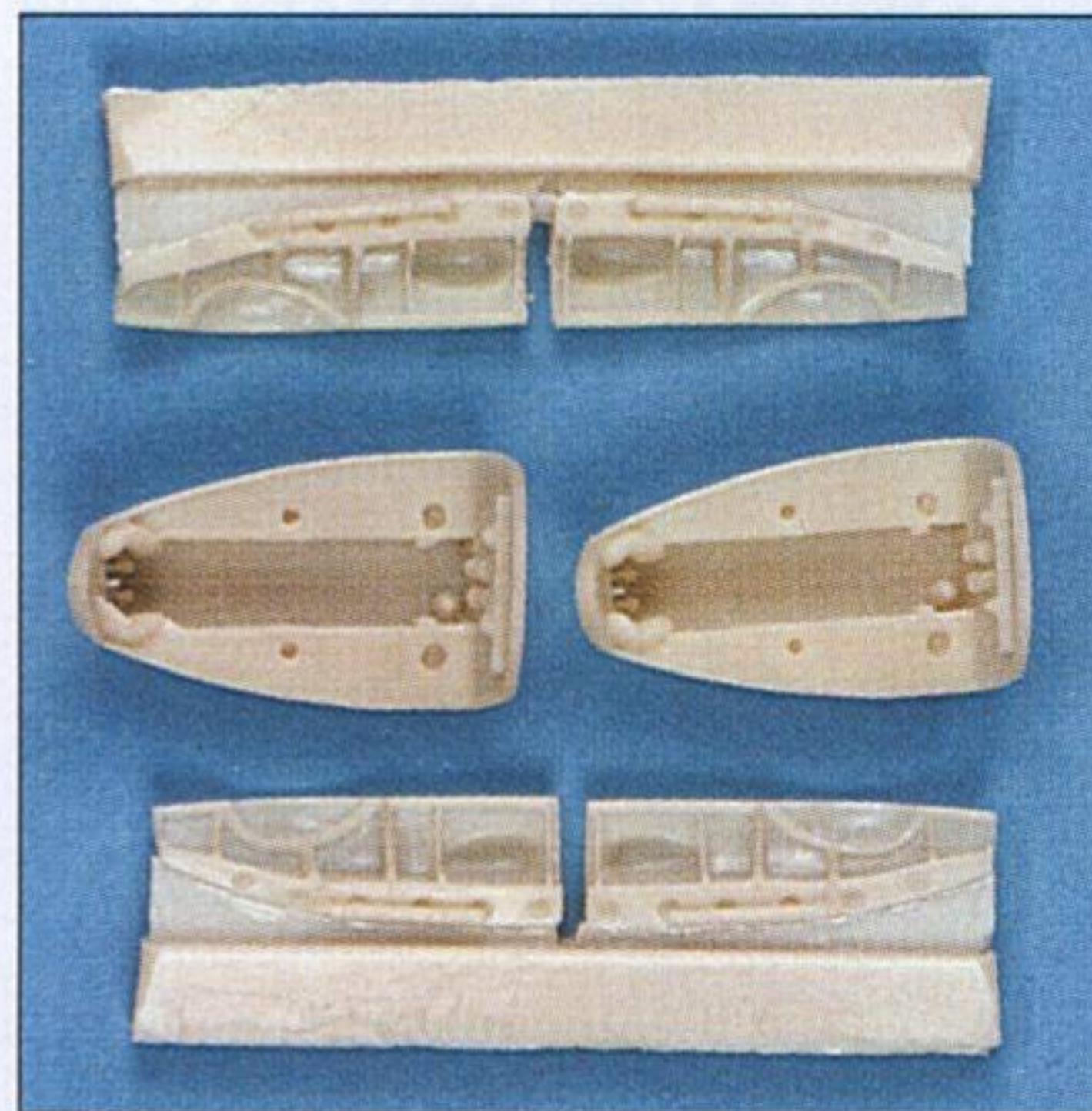


## Aires Hobby Models

### 1/72nd Scale

**Subject:** Bristol Beaufighter **Scale:** 1/72nd  
**Product No.:** 7041 **Type:** Undercarriage Bays  
**Designed for:** Hasegawa kit **Parts:** Resin 6  
**Price:** £3.45

This set offers two inserts and four doors for the undercarriage bays of the Hasegawa Beaufighter kit. As usual with an Aires product, the level of detail and finesse of casting on these components is excellent. The inserts will require the modeller to cut away the corresponding areas from the kit parts, but the doors are straight replacements for the kit parts.

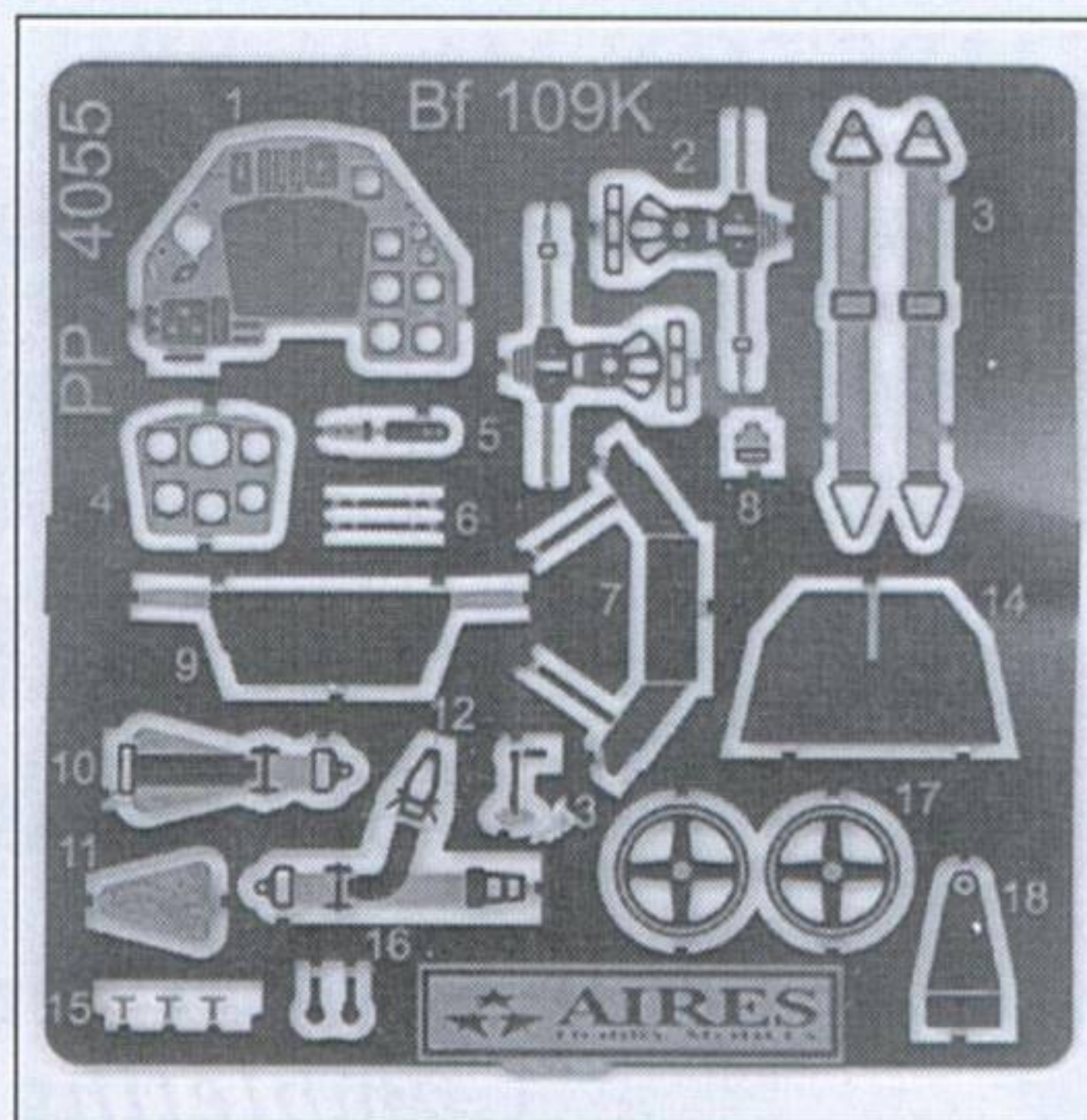


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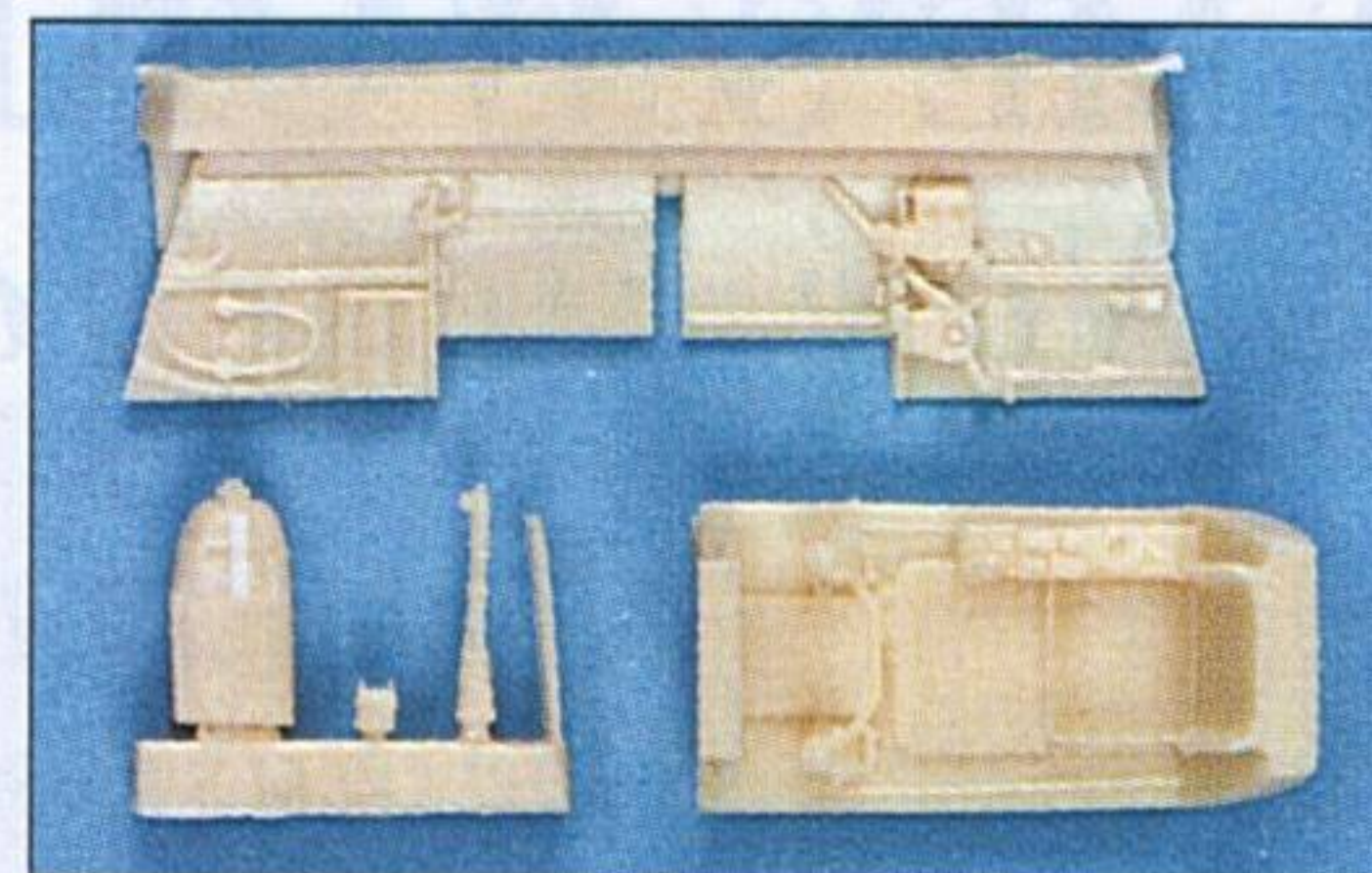
### 1/48th Scale

**Subject:** Messerschmitt Bf 109K  
**Scale:** 1/48th **Product No.:** 4055  
**Type:** Cockpit set **Designed for:** Hasegawa kit  
**Parts:** Resin 6, Etched 25, Acetate 2  
**Price:** £5.60

This set is designed for the soon-to-be-released kit of the late series Bf 109 from Hasegawa. The resin components include sidewalls, cockpit 'tub', engine cannon breech cover, Revi gunsight and control column. The etched brass pieces are the trim-tab wheel, instrument panels, seat harness, head armour and rudder pedals.



The etched brass fret from 4055



The resin components from 4055

### Scale: 1/48th

**Subject:** German 20mm gun MG FF  
**Product No.:** 4061 **Type:** Accessory  
**Designed for:** N/A **Parts:** Resin 8

**Price:** £1.45  
 This little pack offers four beautifully detailed and cast resin MG FF 20mm cannons and ammo drums.

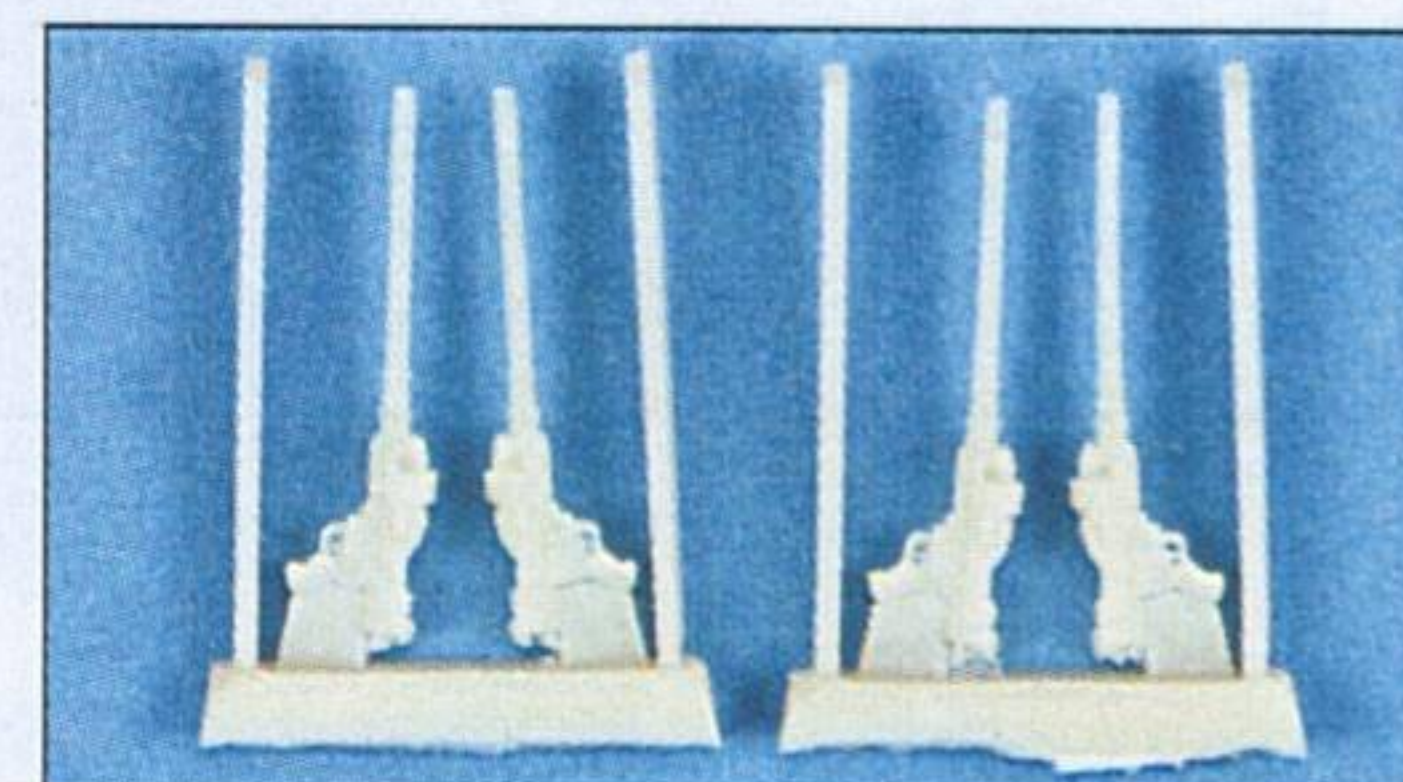


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### Scale: 1/48th

**Subject:** German 7.92mm gun MG 81  
**Product No.:** 4063 **Type:** Accessory  
**Designed for:** N/A **Parts:** Resin 4

**Price:** £1.45  
 This set offers four complete MG 81 machine guns that will be suitable for a mass of German WWII aircraft types



4063

As with all the Aires range, all of the above are beautifully cast with the highest level of detail. This coupled with the low retail price make the range some of the best value for money you can currently get, and we highly recommend them to all.

Our thanks to Four Plus UK for the review samples.

#### Information

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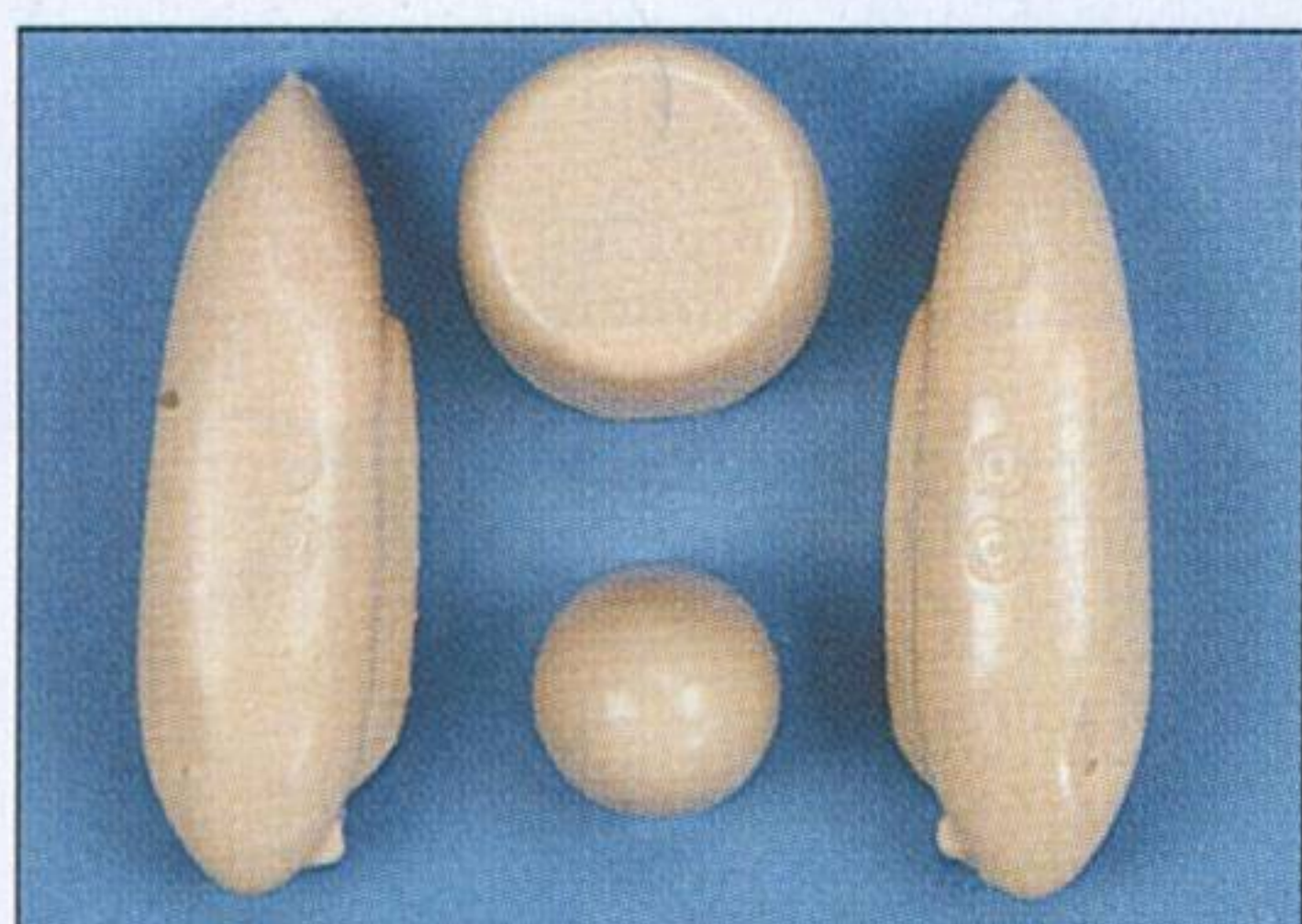
## Cutting Edge

### 1/48th Scale

**Subject:** Sea King **Scale:** 1/48th  
**Product No.:** CEC48038 **Type:** Accessory  
**Designed for:** Any Sea King kit **Parts:** Resin 4

**Price:** \$14.95

This set offers the short style of sponsons and the two styles of dorsal radomes for the Sea King. The former includes excellent wheel well detail and each piece is designed as a direct replacement for the kit part.



Sea King (CEC48038)

**Subject:** M117 750lb Bombs **Scale:** 1/48th  
**Product No.:** CEC48117 **Type:** Accessory  
**Designed for:** N/A **Parts:** Resin 36

**Price:** \$11.95



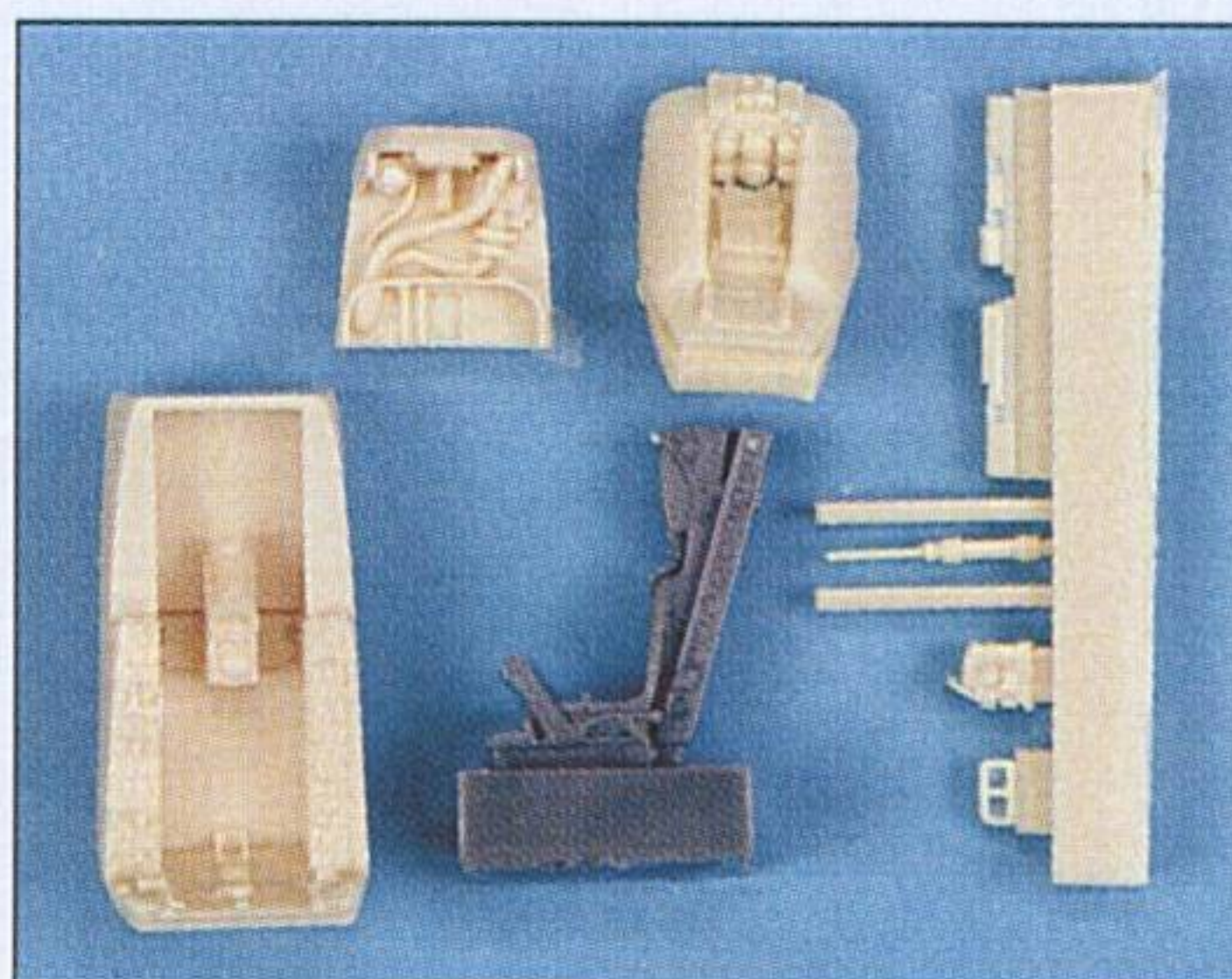
M117 750lb Bombs (CEC48117)

This offers twelve complete M117 750lb bombs that will be suitable for US and Israeli aircraft.

**Subject:** F4D-1/F-6A Skyray **Scale:** 1/48th  
**Product No.:** CEC48121 **Type:** Cockpit set  
**Designed for:** Tamiya kit **Parts:** Resin 9

**Price:** \$12.95

This set replaces the entire interior of the Tamiya kit. The main tub has excellent side console detail, and to this are added the ejection seat, rear decking and front coaming. The gunsight, sidewalls, ejection seat firing ring and canopy ram make up the rest of the components. Clear illustrations and narrative instructions about the use of this set are included on the instruction sheet, as well as colour notes.



F4D-1/F-6A Skyray (CEC48121)

**Subject:** Messerschmitt Bf 110G  
**Scale:** 1/48th **Product No.:** CEC48122  
**Type:** Detail set **Designed for:** Monogram kit  
**Parts:** Resin 6

**Price:** \$12.95

This set allows the modeller to replace the entire nose section on the Monogram kit and expose the cannon in this area. The level of detail is excellent, and as the set is designed as a direct replacement for the kit parts, it is simple to use.

**Subject:** Republic F-84E/G **Scale:** 1/48th  
**Product No.:** CEC48123 **Type:** Cockpit set  
**Designed for:** Tamiya kit **Parts:** Resin 20

**Price:** \$16.95

This is an excellent set that upgrades the interior of the Tamiya kit. The main resin tub is well detailed and the ejection seat has the harness moulded onto it. The instrument panel has details both front and rear, as the back of the panel can be seen through the canopy. Four styles of control panels for the various gunsights (also included in this set) fitted to the type are included, and the modeller will have to determine which one is applicable to the model they are making. The final items are the upper decking and canopy insert, insert doors for the F-84E and the slotted speed brake.

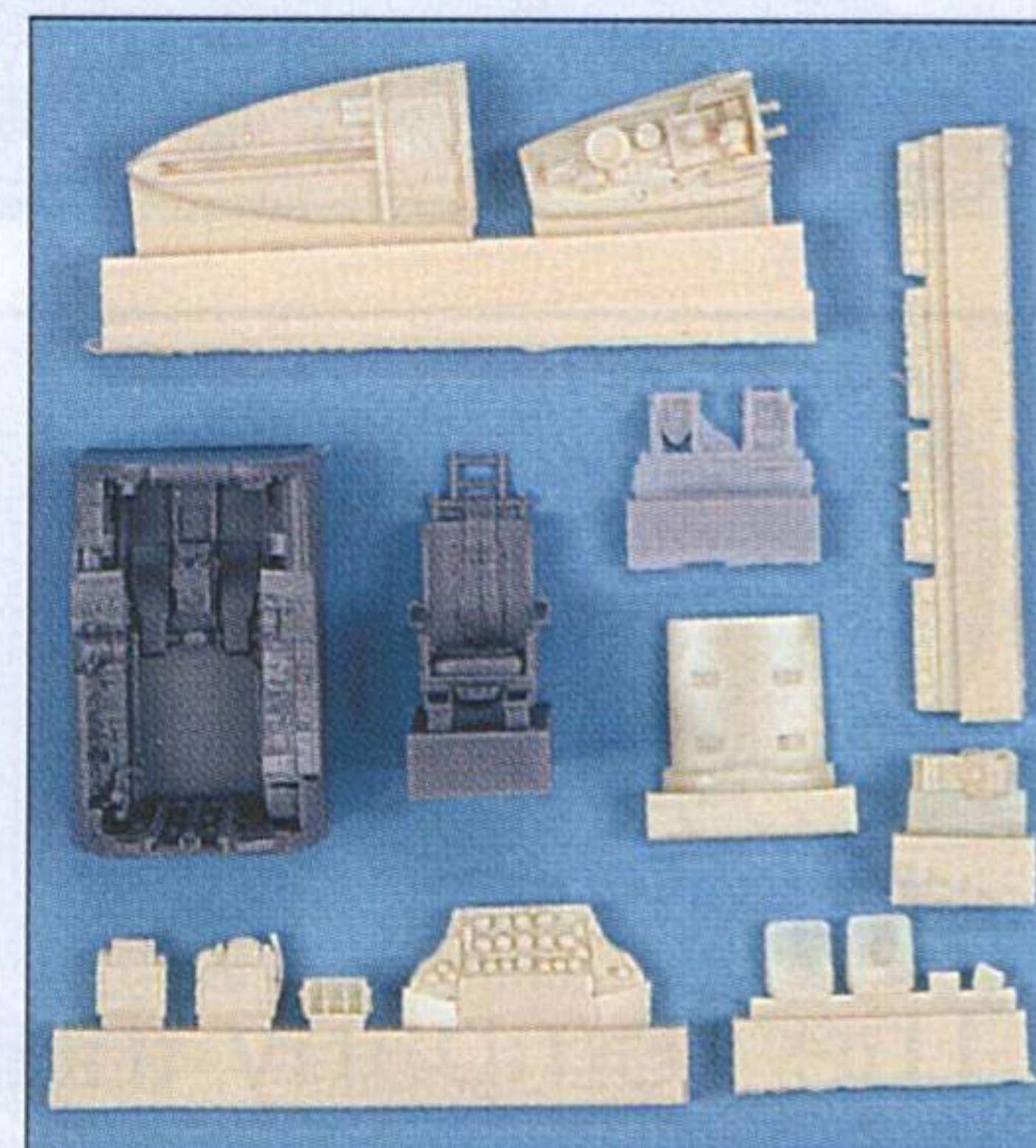
**Subject:** V.S. Spitfire F Mk 24 **Scale:** 1/48th  
**Product No.:** CEC48124 **Type:** Cockpit set  
**Designed for:** Airfix kit **Parts:** Resin 26

**Price:** \$15.95

This set completely replaces the interior of the Airfix kit and has been produced using information supplied by the RAF Museum

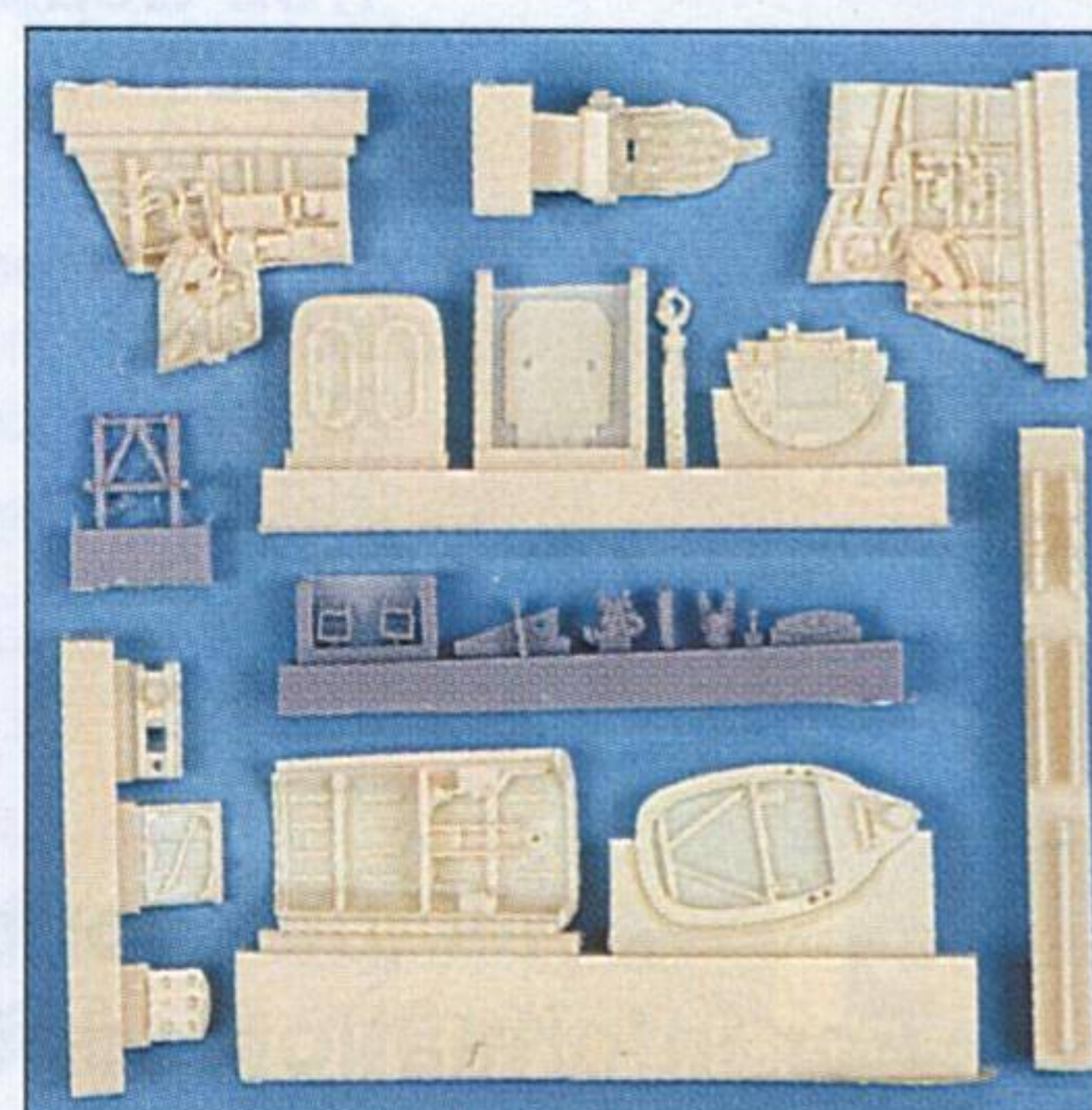


Messerschmitt Bf 110G (CEC48122)



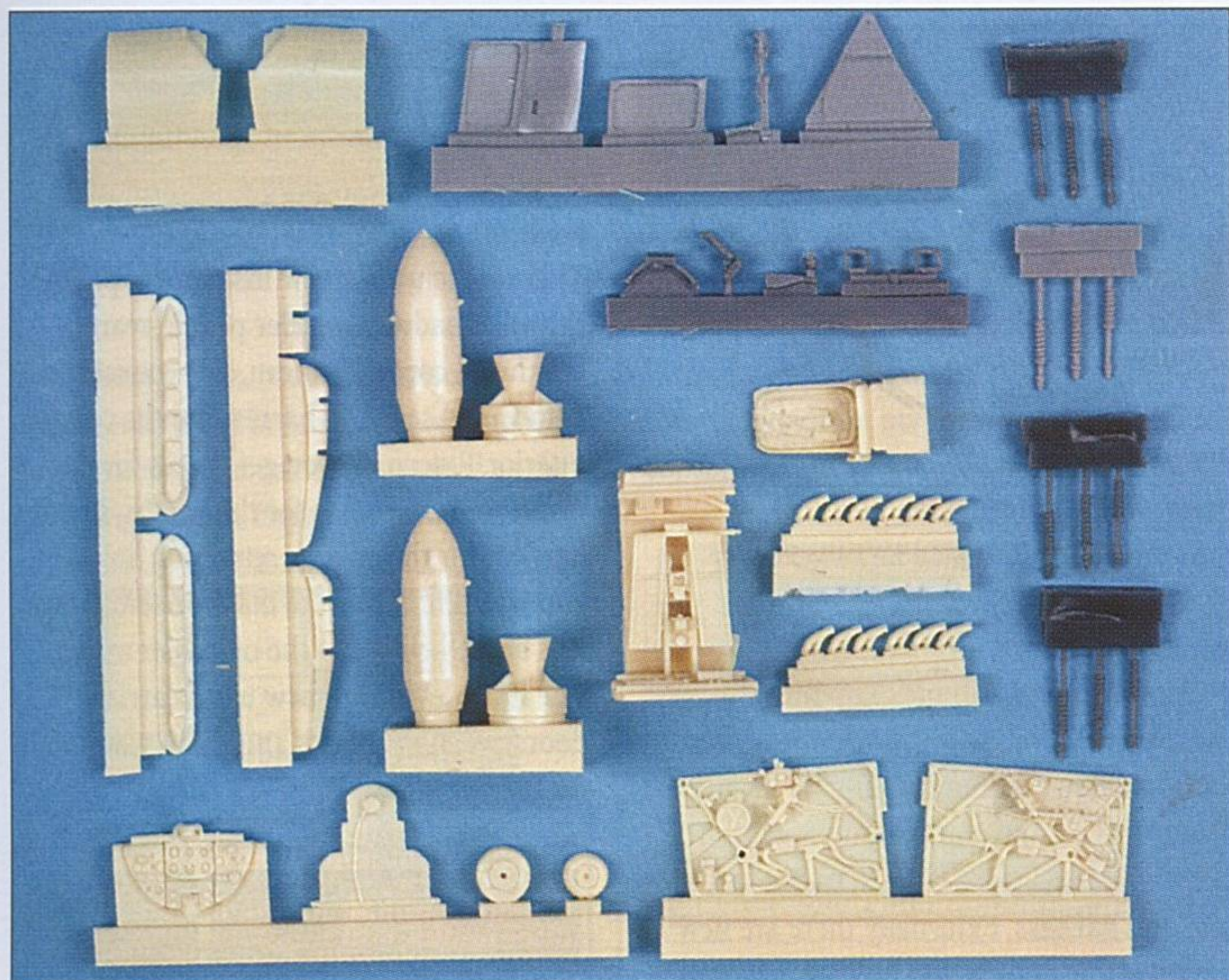
Republic F-84E/G (CEC48123)

and the IWM. The first task is to remove all the moulded detail from the kit parts, then the floor 'tray' is added with the rudder bar rods etc fitted. The rear bulkhead, armour and seat (with harness) are also supplied, along with the front bulkhead, beautifully detailed sidewalls and a two-part instrument panel. To finish off the model the access door is included, along with the filler point and roll-over frame behind the pilot's head.



V.S. Spitfire F Mk 24 (CEC48124)

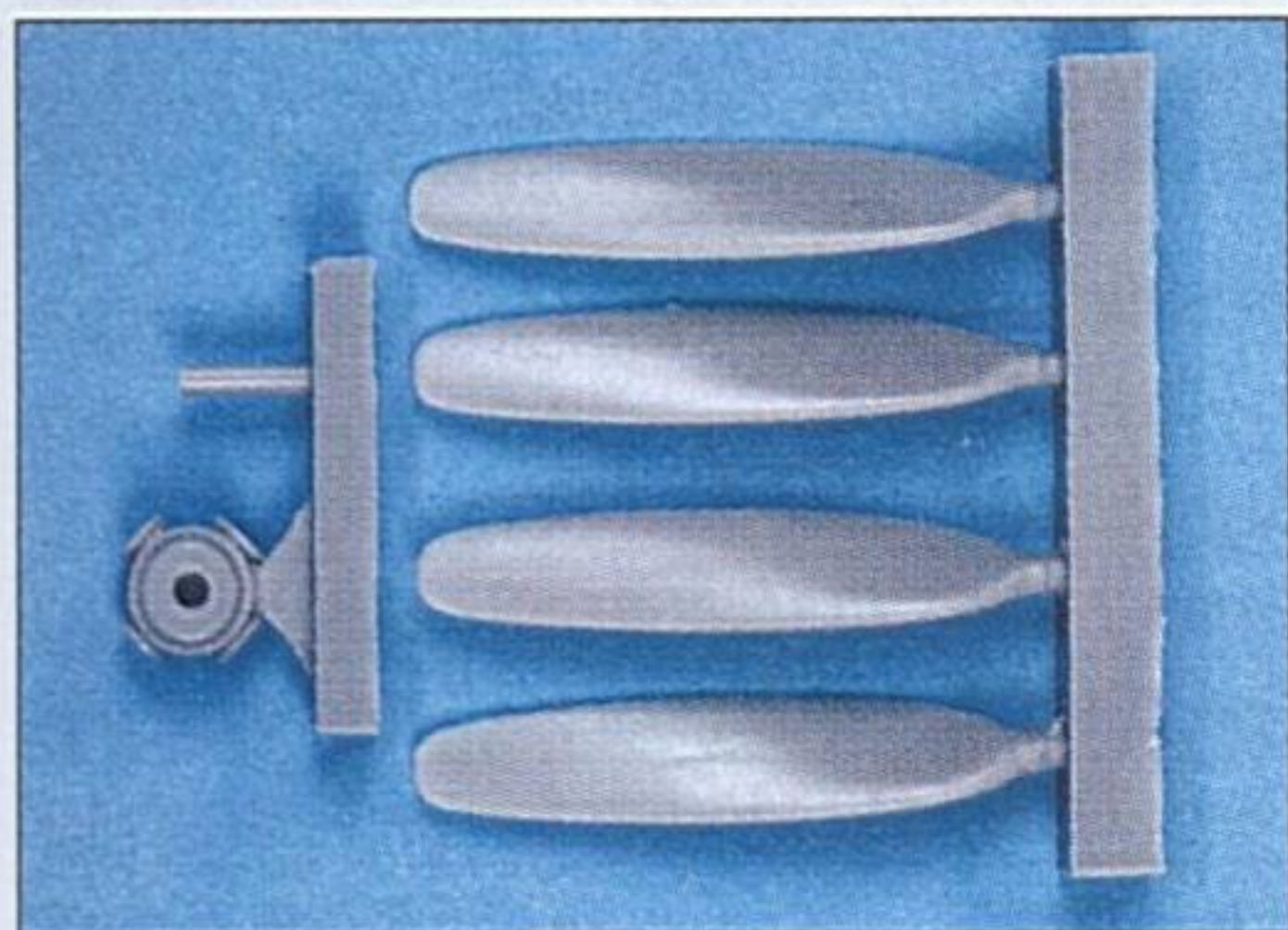




Hawker Typhoon (CEC48131)

**Subject:** Hawker Typhoon **Scale:** 1/48th  
**Product No.:** CEC48131 **Type:** Cockpit set  
**Designed for:** Hasegawa kit **Parts:** Resin 43  
**Price:** \$16.98

This set comprises a completely new interior for the Hasegawa 'Car Door' Typhoon kit. The main components are the floor, sideframes, head armour, seat, control column and instrument panel. The decking above the instrument panel is also included, and the modeller will have to undertake some surgery on the kit parts to fit these. Externally you get both styles of exhausts, either covered or exposed, and the latter are beautifully cast. The car door and port glazing frame are supplied, just in case you feel like having the windows wound down a bit. Both the early and late (Twin-contact) tail wheel is included, along with a new resin tail wheel yoke. The extended cannon shell ejector ports are given, and these were used on all bomb and rocket armed Tiffies. The bomb racks and 1,000lb GP bombs are also included and all you will have to add to this from the kit are the sway braces (Part Q12).



Skyraider (CEC48126)

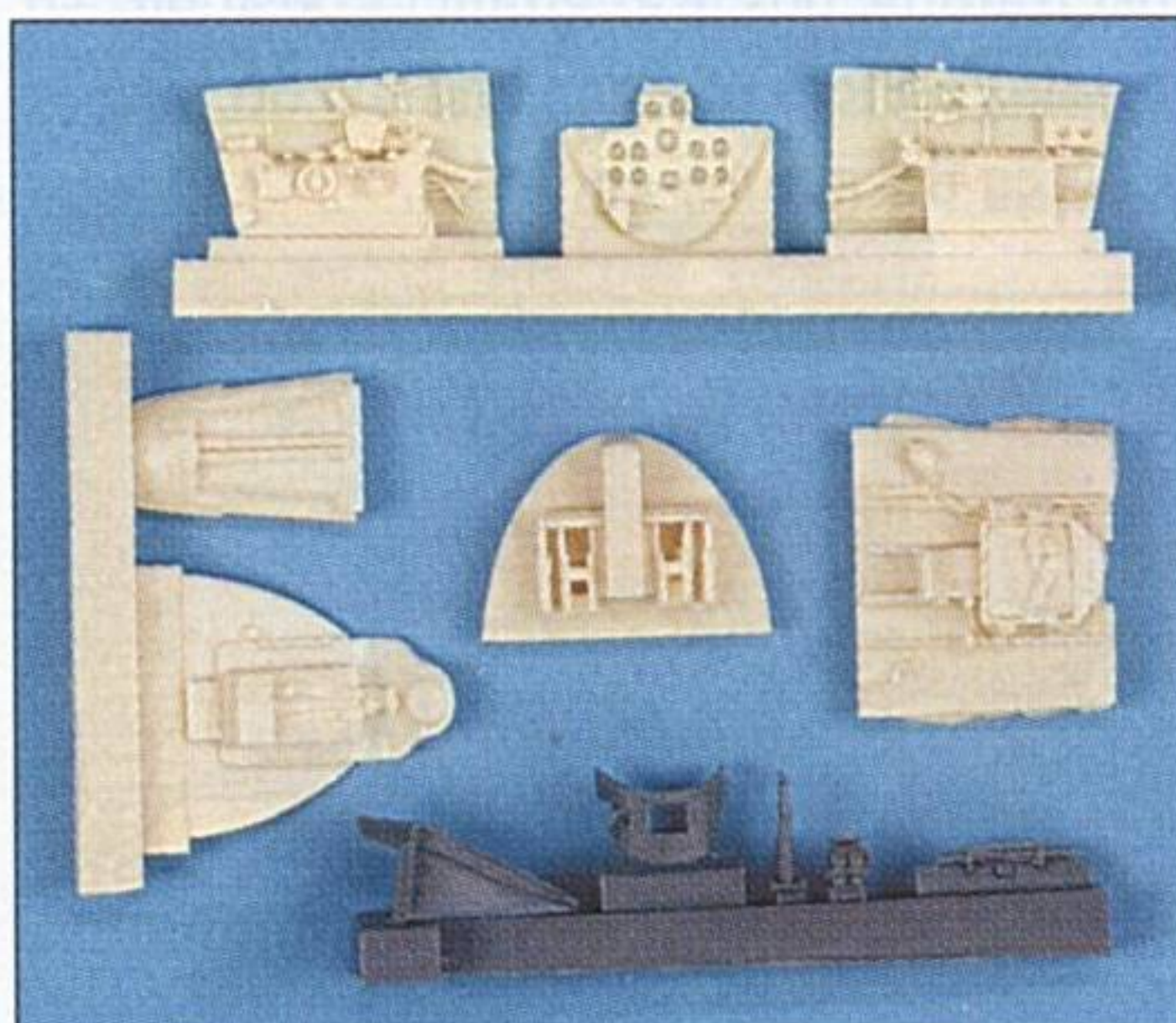
**Subject:** Skyraider **Scale:** 1/48th  
**Product No.:** CEC48126 **Type:** Correction set  
**Designed for:** Tamiya kit **Parts:** Resin 5  
**Price:** \$6.95

The propeller offered in the Tamiya and Monogram kits can be replaced by this more accurate example. This simple set comprises a new hub, propeller shaft and four new blades, and is just used in place of the propeller in either kit.

**Subject:** Grumman F8F-2 Bearcat  
**Scale:** 1/48th **Product No.:** CEC48129  
**Type:** Cockpit set **Designed for:** Hobbycraft kit  
**Parts:** Resin 12, Acetate 1

**Price:** \$12.95  
This set completely replaces the cockpit area

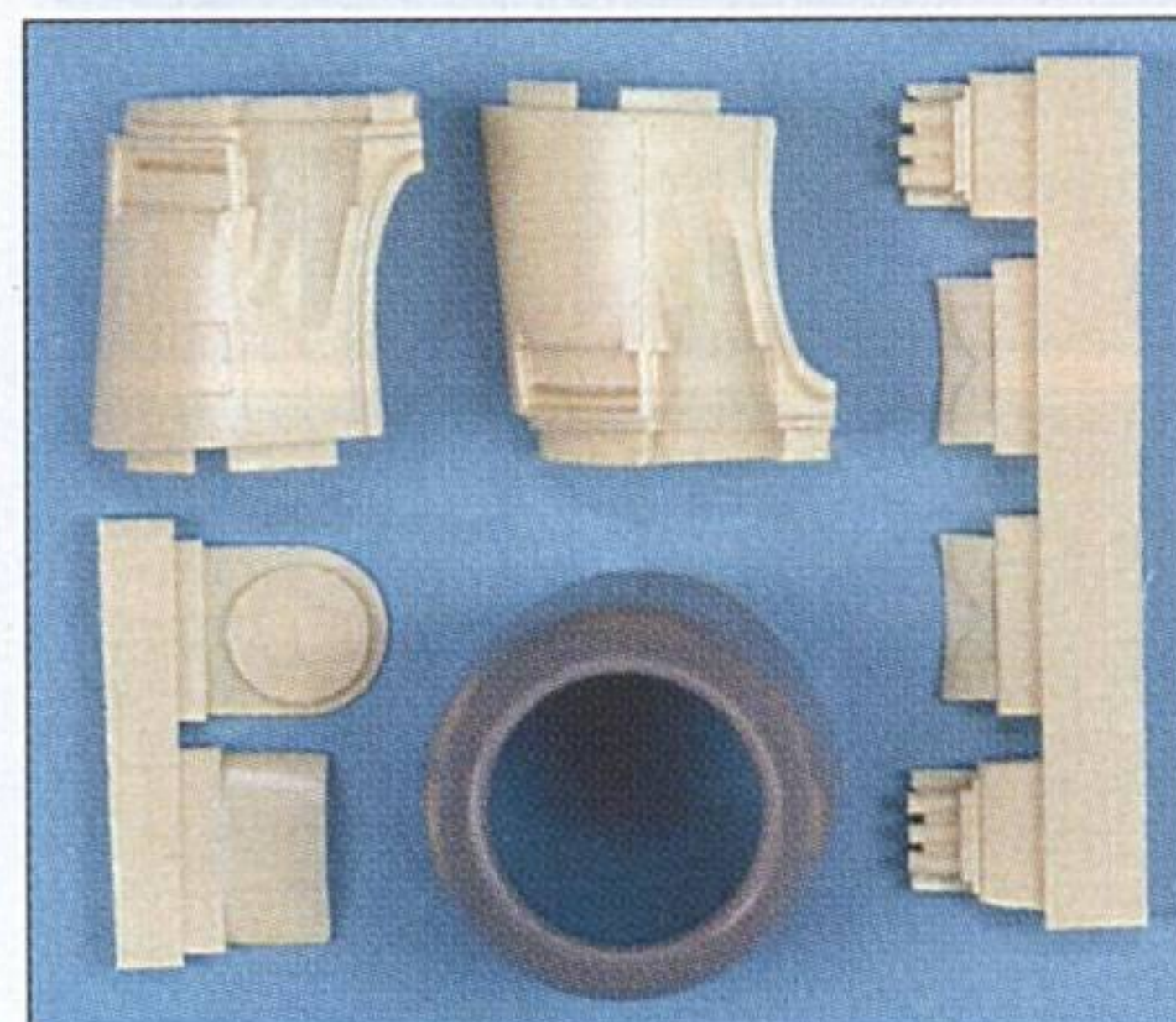
of the Hobbycraft kit and modellers should note that it is only applicable to the F8F-2, as it includes the Mk 6 Fire Control System. For the F8F-1 modellers should use set CEC48128. The new cockpit tub is made up of the floor, sidewalls, front bulkhead and rudder pedals and the rear bulkhead and seat. A new control column is also given as well as the coaming above the instrument panel and the roll-over cage behind the pilot's head. The final items are the rear cockpit decking and the gunsight.



Grumman F8F-2 Bearcat (CEC48129)

**Subject:** Grumman F8F-2 Bearcat **Scale:** 1/48th  
**Product No.:** CEC48134 **Type:** Correction set  
**Designed for:** Hobbycraft kit **Parts:** Resin 9

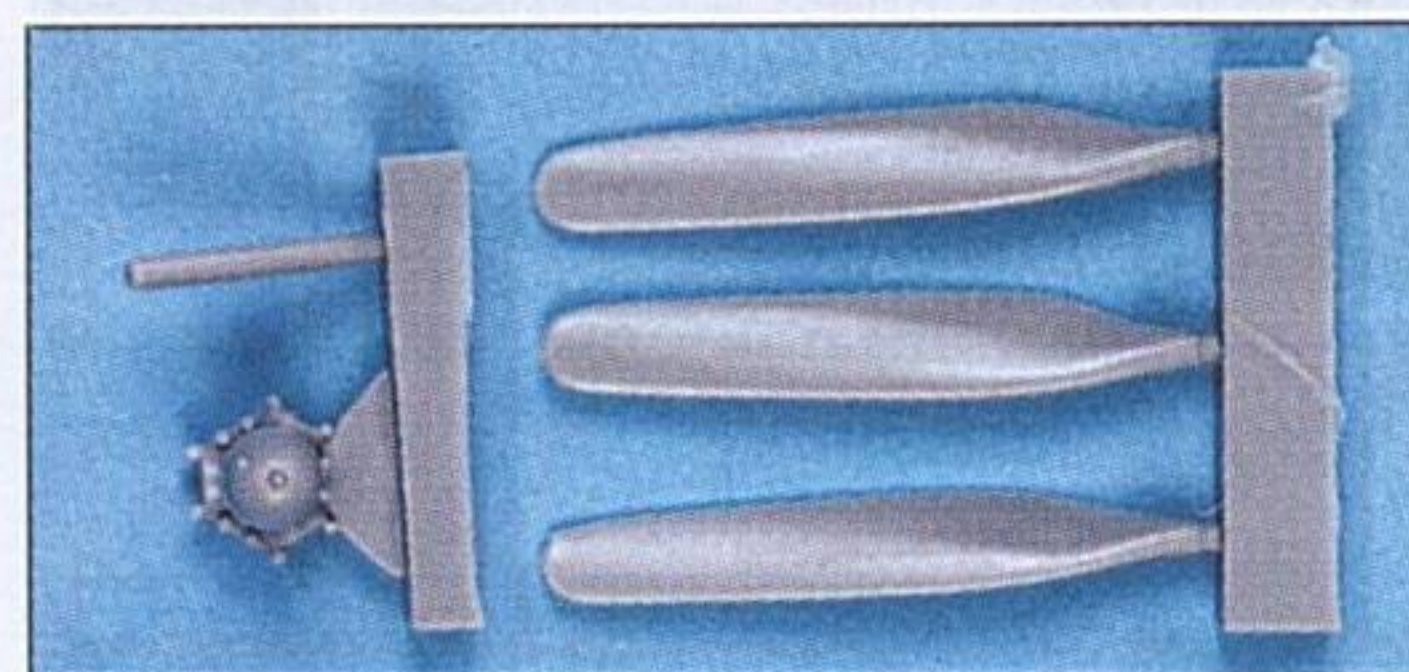
**Price:** \$14.95  
The contours of the forward cowling of the Hobbycraft F8F-2 kit are inaccurate, being more applicable to the F8F-1, so this set replaces them. The nose sections of the fuselage halves have to be cut off and replaced with the resin pieces. The remaining parts are a new forward cowling, a mounting for the engine if you chose to use the Teknics R-2800 engine (TK48024 or TK48035), the exhaust units and the cowl flaps.



Grumman F8F-2 Bearcat (CEC48134)

**Subject:** Grumman TBM-3 **Scale:** 1/48th  
**Product No.:** CEC48132 **Type:** Conversion set  
**Designed for:** Accurate Miniatures kit  
**Parts:** Resin 5

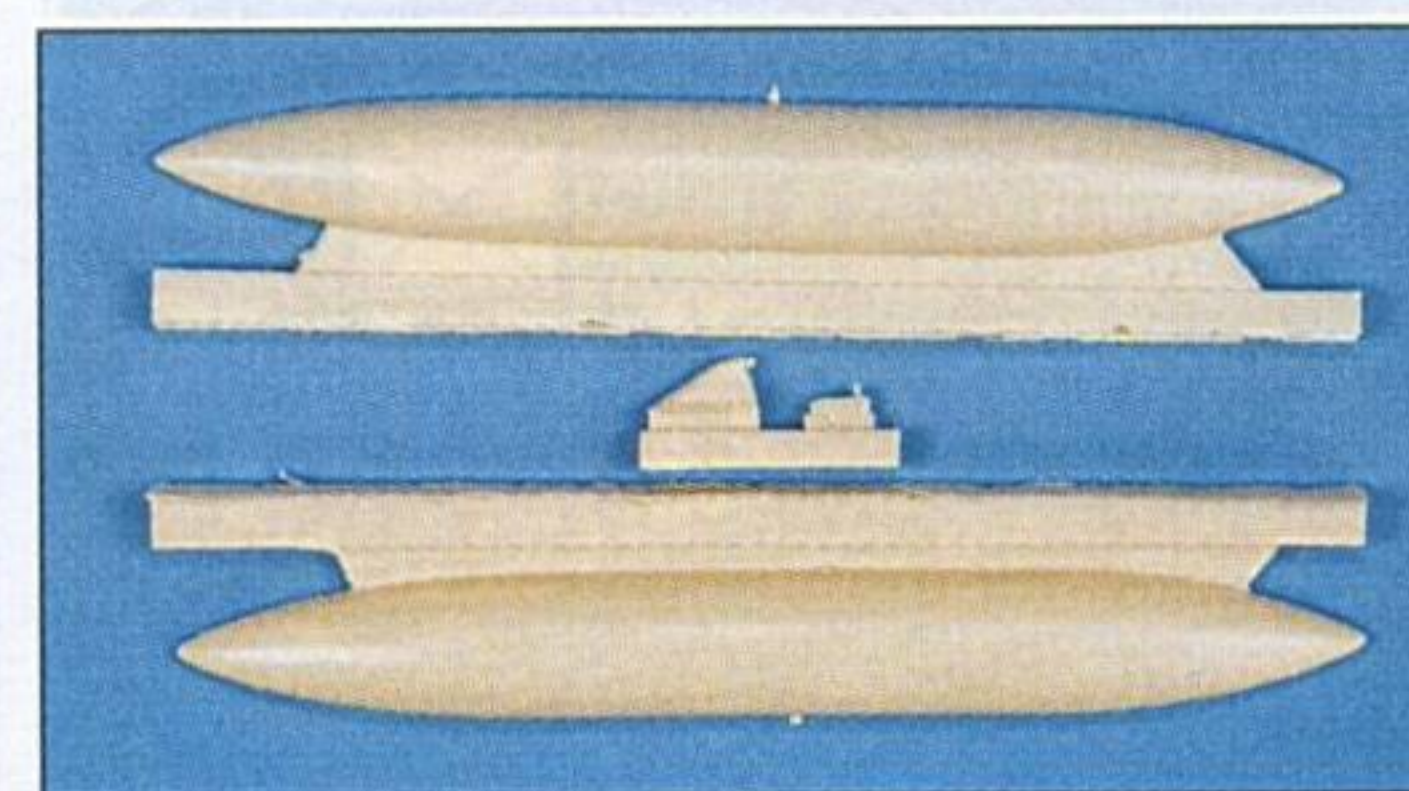
**Price:** \$5.95  
This set offers the paddle-blade style of propeller for the TBM-3 Avenger and is offered as a direct replacement for the kit parts.



Grumman TBM-3 (CEC48132)

**1/32nd Scale**  
**Subject:** 600 Gallon Drop Tanks **Scale:** 1/32nd  
**Product No.:** CEC32018 **Type:** Accessory set  
**Designed for:** Tamiya F-15 & late F-4D/E/G kits  
**Parts:** Resin 4

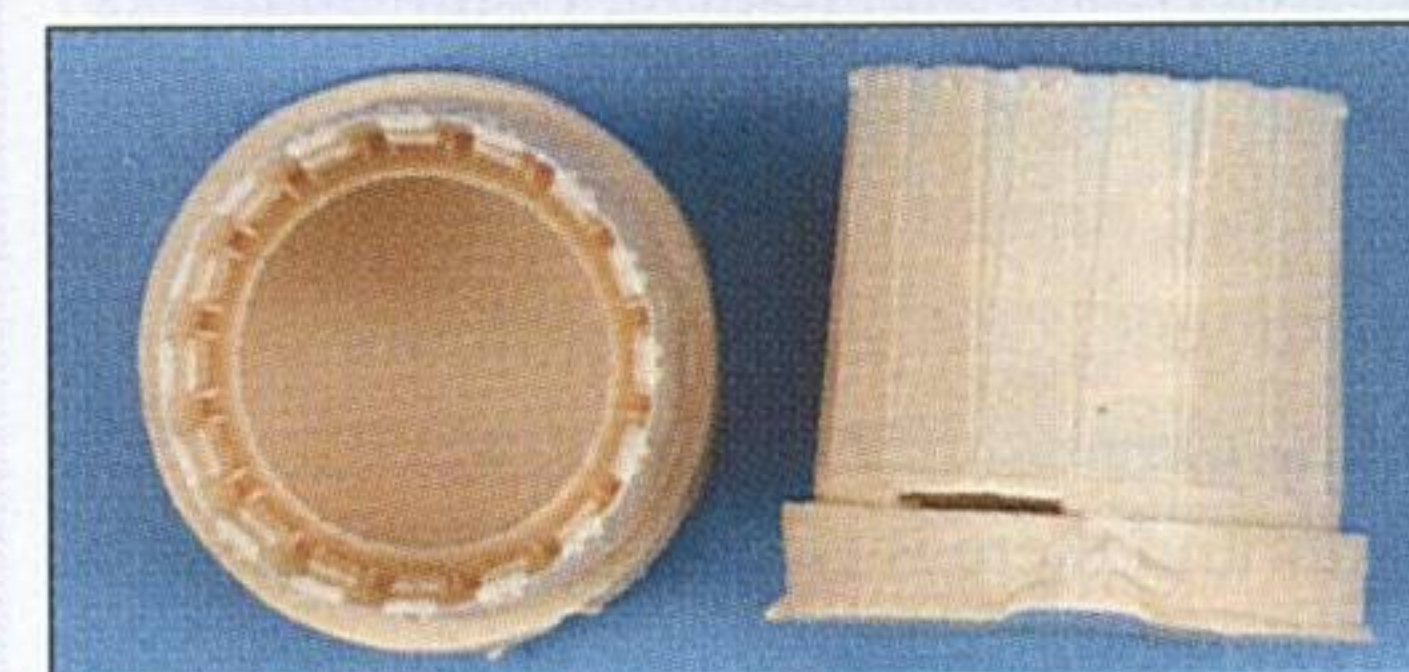
**Price:** \$12.95  
This 600 gallon 'High Performance' drop tank is hollow-cast in two pieces with the aft pivot and release unit cast in another two pieces. This tank replaces the tank in the Tamiya F-15 kits, as it is dramatically undersized, while the Revell kit does not include the tank at all. The tank is also applicable to some F-4G, F-4E, RF-4C and F-4D Phantoms.



600 Gallon Drop Tanks (CEC32018)

**Subject:** F-4J/F-4E/RF-4E **Scale:** 1/32nd  
**Product No.:** CEC32029 **Type:** Accessory set  
**Designed for:** Any F-4 kits **Parts:** Resin 2

**Price:** \$12.95  
This set offers two beautifully detailed and cast exhaust cans for the F-4J, F-4E and RF-4E Phantom.



F-4J/F-4E/RF-4E (CEC32029)

Conclusion: All of the sets reviewed above are excellent. The casting is perfect and the level of detail most impressive. The dark grey resin seen in many of these sets is a stronger type that has been used by Cutting Edge on parts that need extra strength. All of these sets are highly recommended to all.

Our thanks to Cutting Edge Modelworks for the review samples.

## Information

### Worldwide Enquiries:

Cutting Edge Modelworks, c/o Meteor Productions, P.O. Box 3956, Merrifield, VA 22116-3956, USA.  
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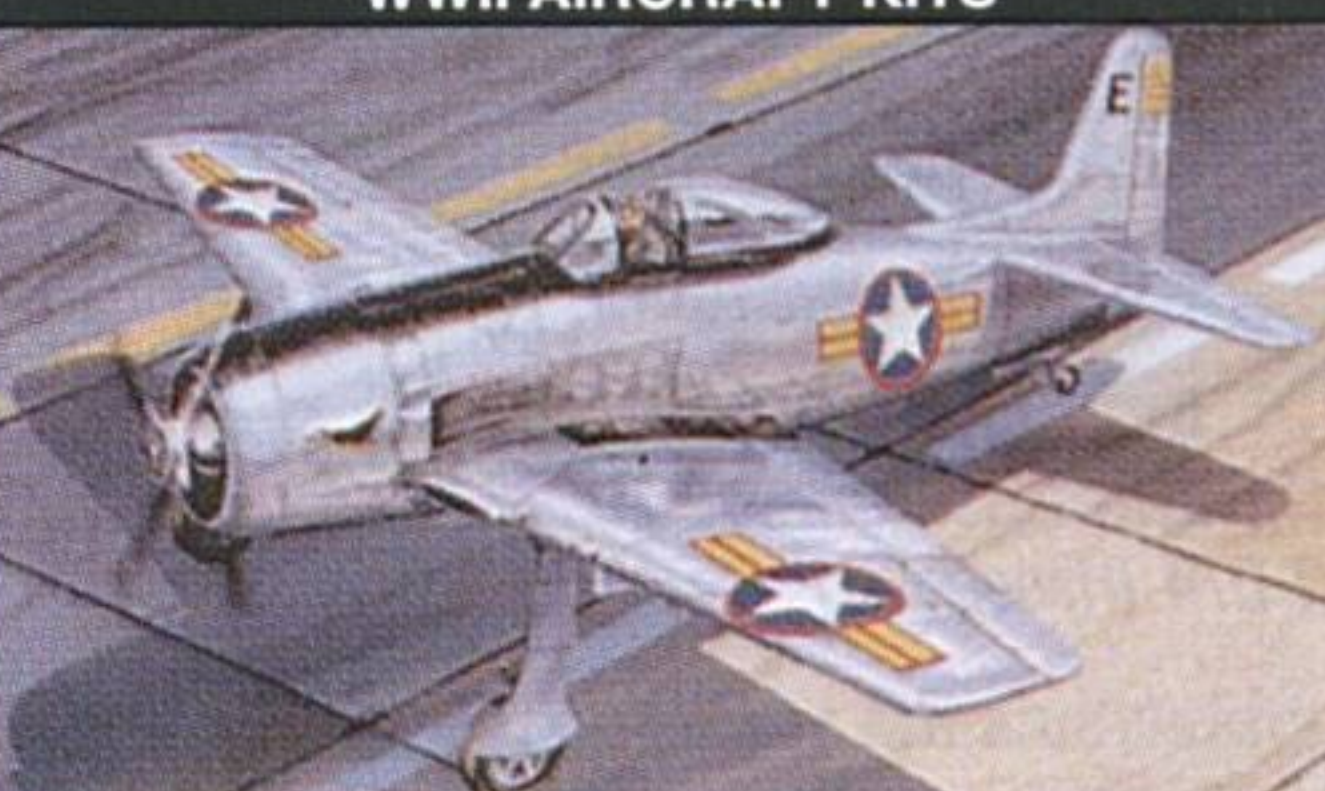
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| HC1260  | Convair B-58 Hustler                   | 1/144 | £10.99 |
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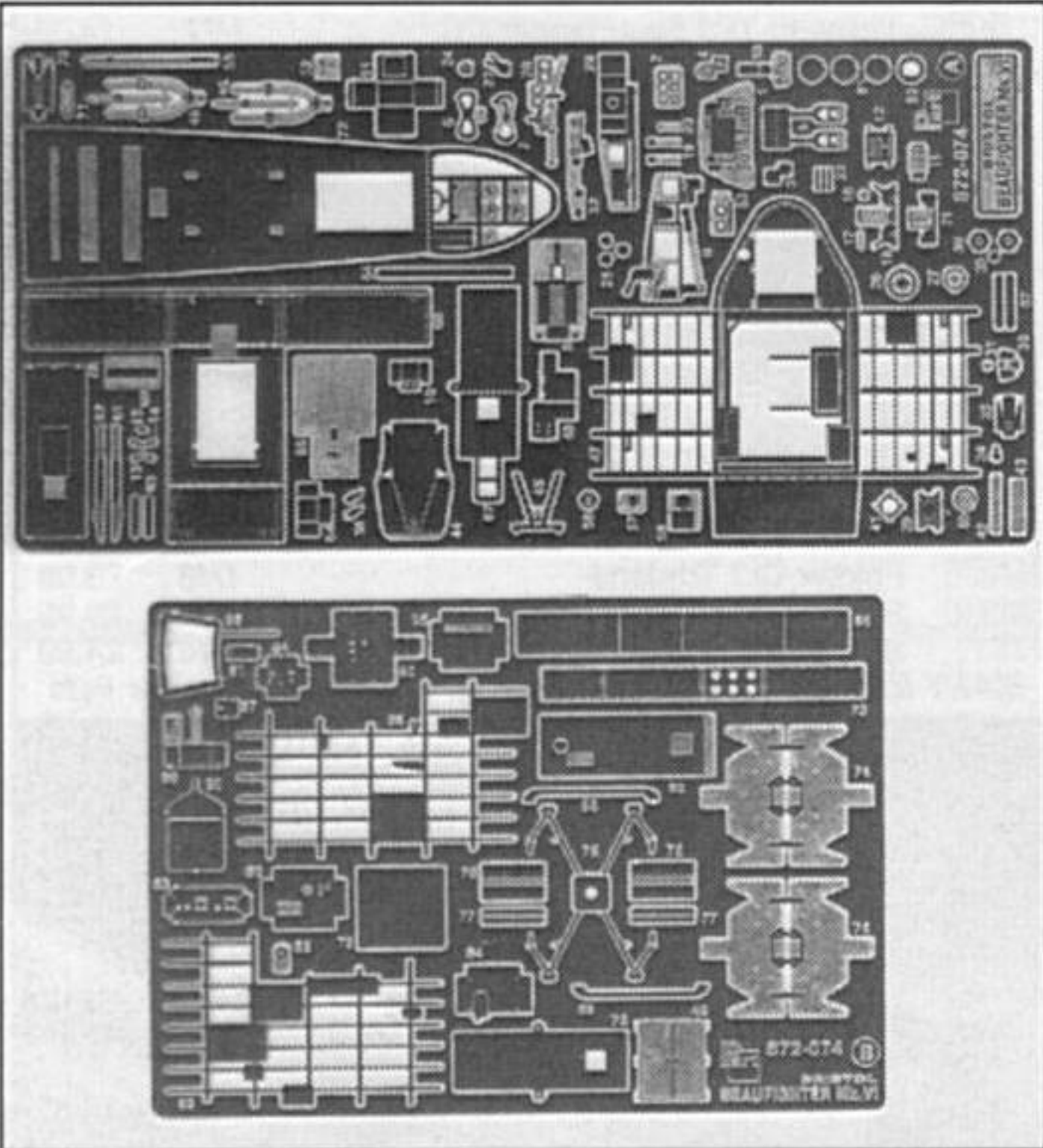


PART

1/72nd Scale

**Subject:** Bristol Beaufighter Mk VI  
**Scale:** 1/72nd **Product No.:** S72-074  
**Type:** Detail Set **Designed for:** Hasegawa kit  
**Parts:** Etched 108, Acetate 8

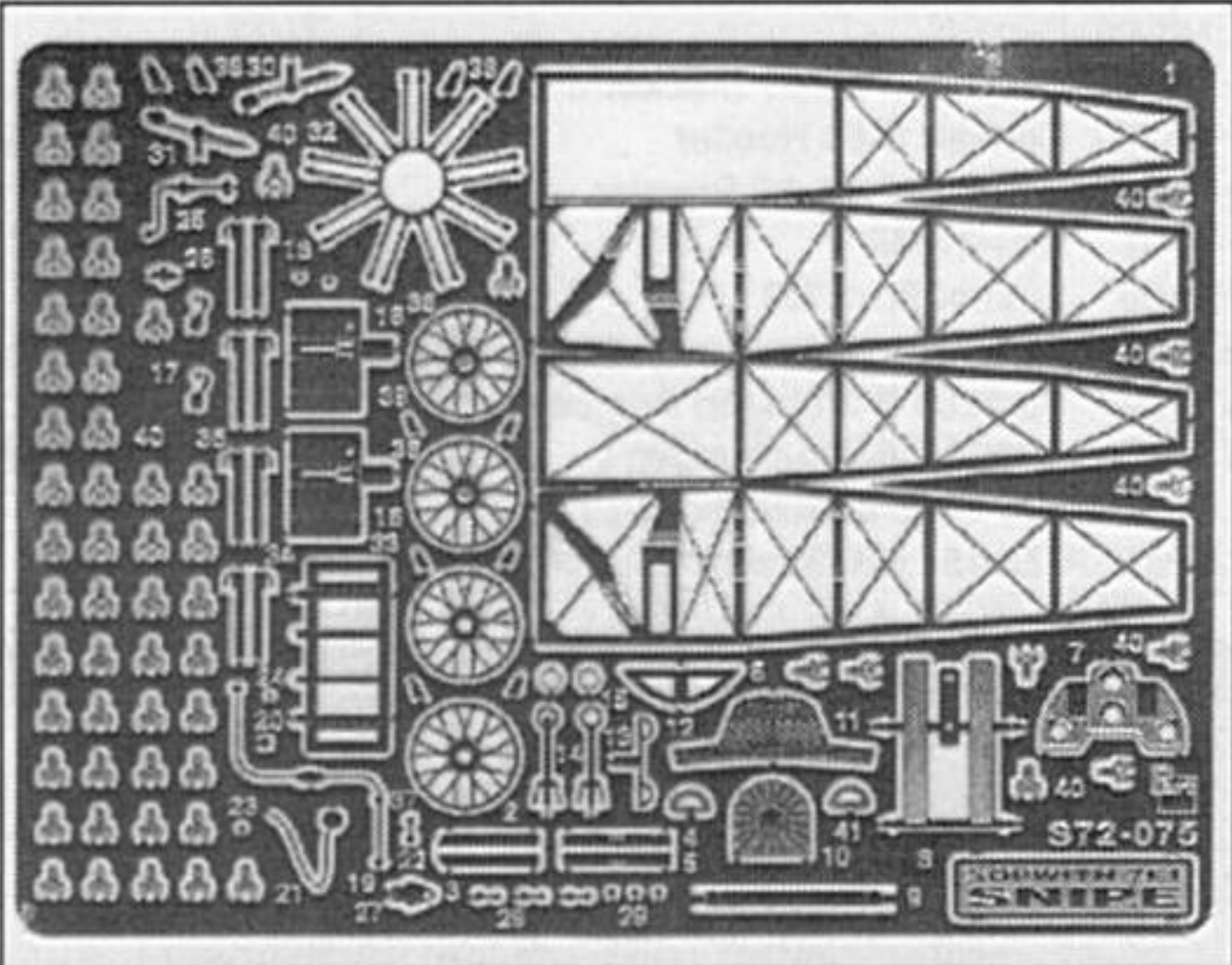
**Price: £TBA**  
This two-fret set offers a great deal of detail for the Hasegawa kit, which is just as well considering how little is in it! A new instrument panel with acetate backing film, seat and harness, control yoke, cockpit floor, side console and sidewall details are all supplied for the cockpit area. The aft fuselage gets stringers, crew access hatch and grab rails. New ammo boxes are also included for the rear fuselage as well as a new floor and rear bulkhead. The final details are the secondary instrument panel for the gunner/radio operator and both crew access/escape hatches for the ventral fuselage.



S72-074 (Hasegawa)

**Subject:** Sopwith 7F1 Snipe  
**Scale:** 1/72nd **Product No.:** S72-075  
**Type:** Detail Set **Designed for:** Toko kit  
**Parts:** Etched 112, Acetate 1

**Price: £TBA**  
This set includes a new instrument panel, kick-plates and control column, wicker seat (very effective) and a complete framework for the fuselage interior. Actuating horns for the tail and rudder are given along with the push-rod tubes for the engine and spokes for the wheels. The final items are the tail skid and a mass of rigging plates for the base of each strut.

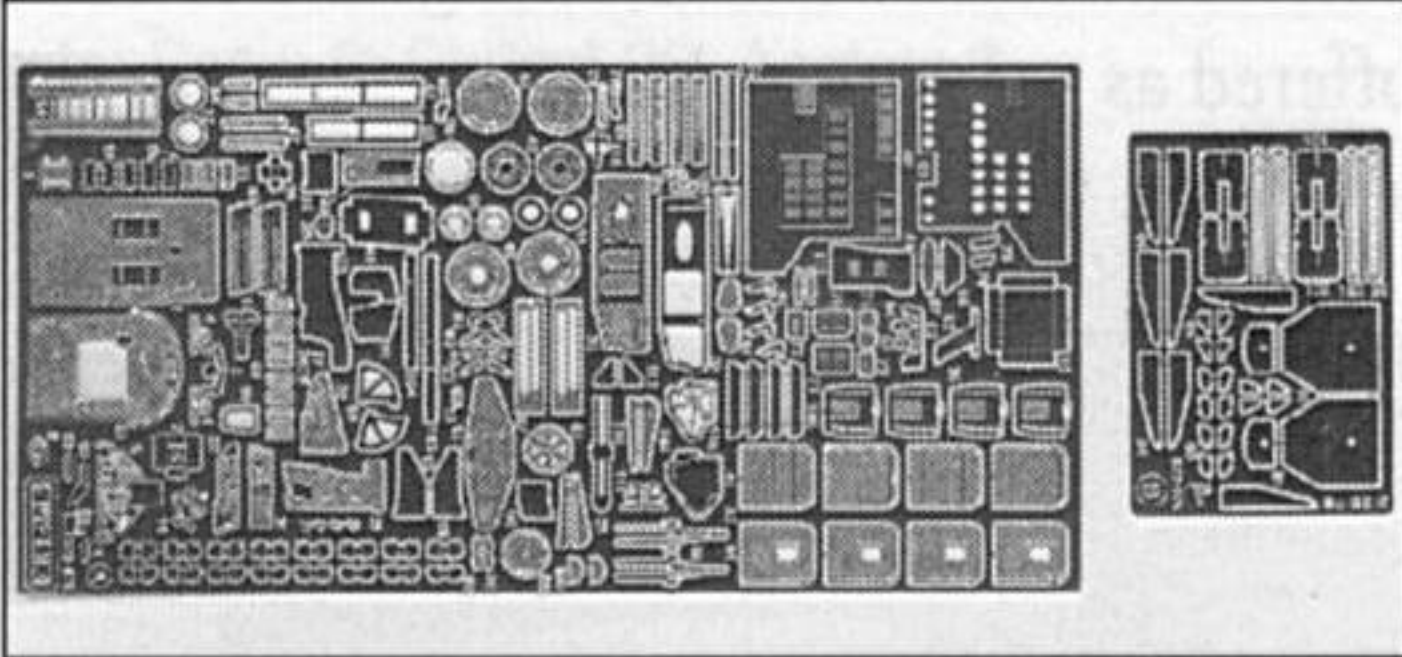


S72-075 (Toko)

**Subject:** Sukhoi Su-25K  
**Scale:** 1/72nd **Product No.:** S72-076  
**Type:** Detail Set **Designed for:** Italeri kit  
**Parts:** Etched 161, Acetate 2

**Price: £TBA**  
In this set you get one and a half frets that offer a completely new cockpit interior, airbrakes, wheel hub detail, pylon sway

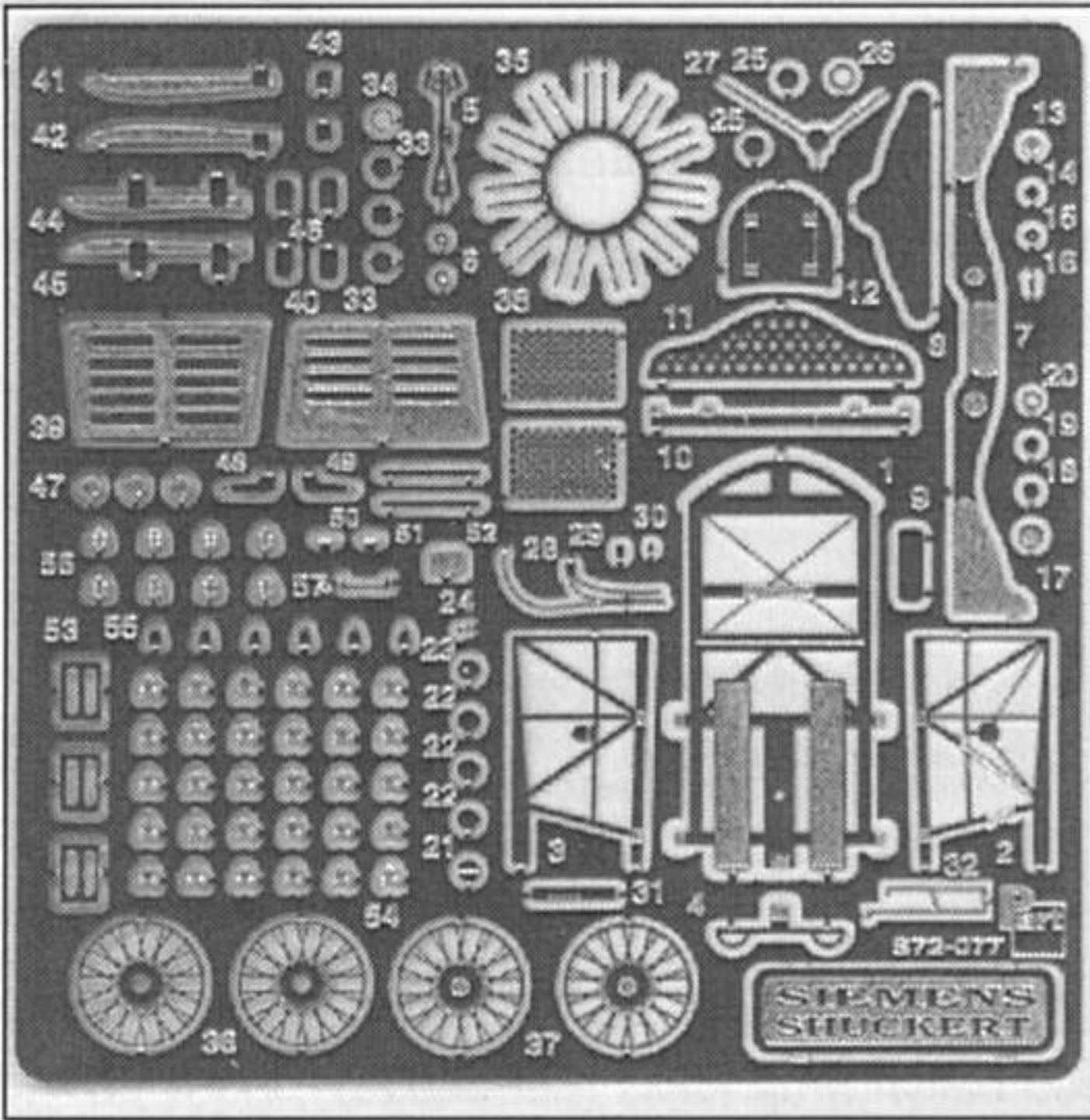
braces, all the antenna and aerials on the airframe and the crew access ladder. For the armament there are new fins for all the bombs and tanks, new fins for the missiles and the chaff and flare dispensers for the upper, rear fuselage.



S72-076 (Italeri)

**Subject:** Siemens Schuckert D.III/IV  
**Scale:** 1/72nd  
**Product No.:** S72-077  
**Type:** Detail Set  
**Designed for:** Toko kit  
**Parts:** Etched 112, Acetate 4

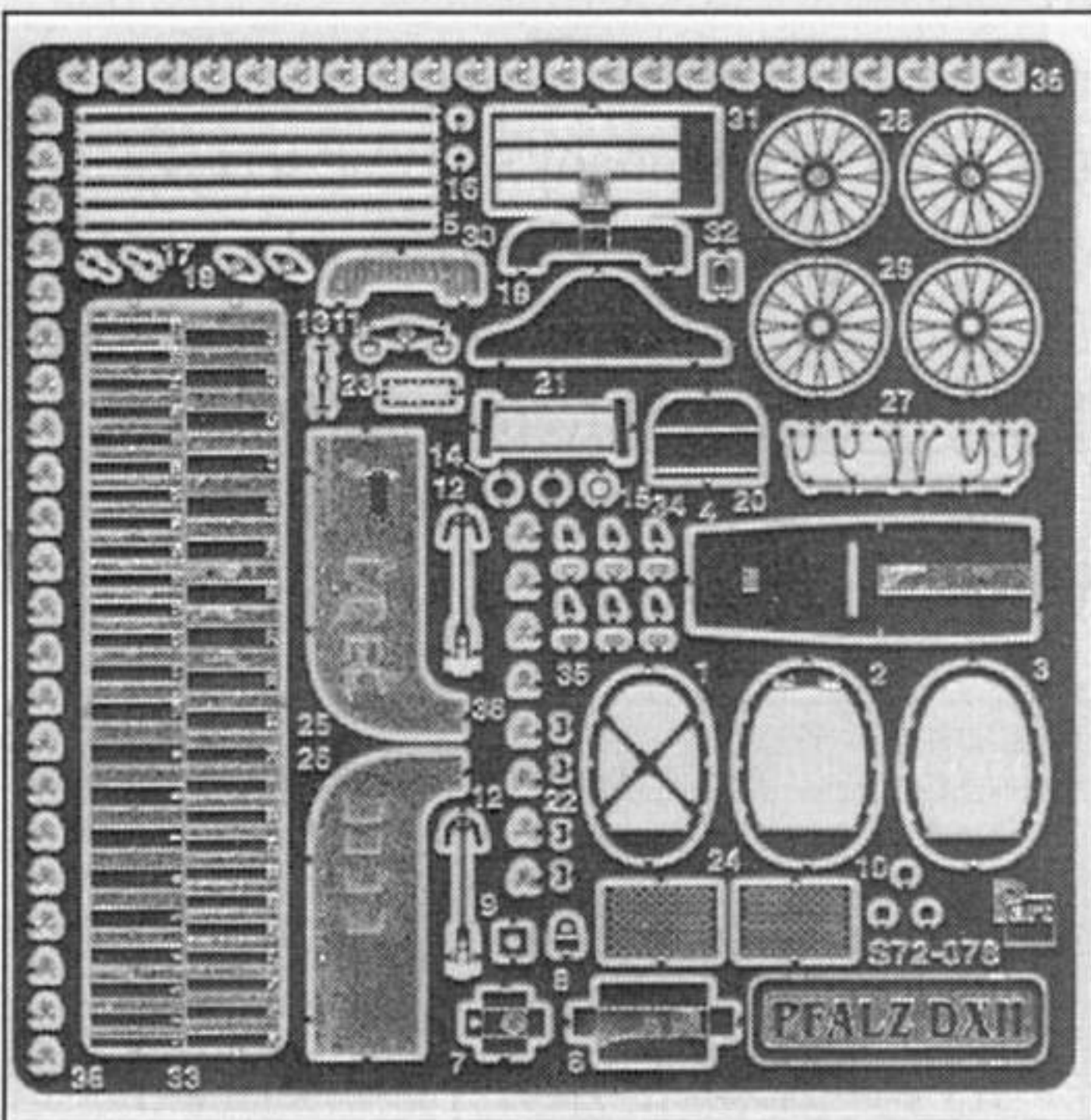
**Price: £TBA**  
As with the Snipe set, this one offers a new interior framework with a seat, instrument panel, control column etc. The wheels get new etched spokes and the airframe has the ventral panel (with gills) in both the D.III and D.IV styles, and all those rigging horns for the struts.



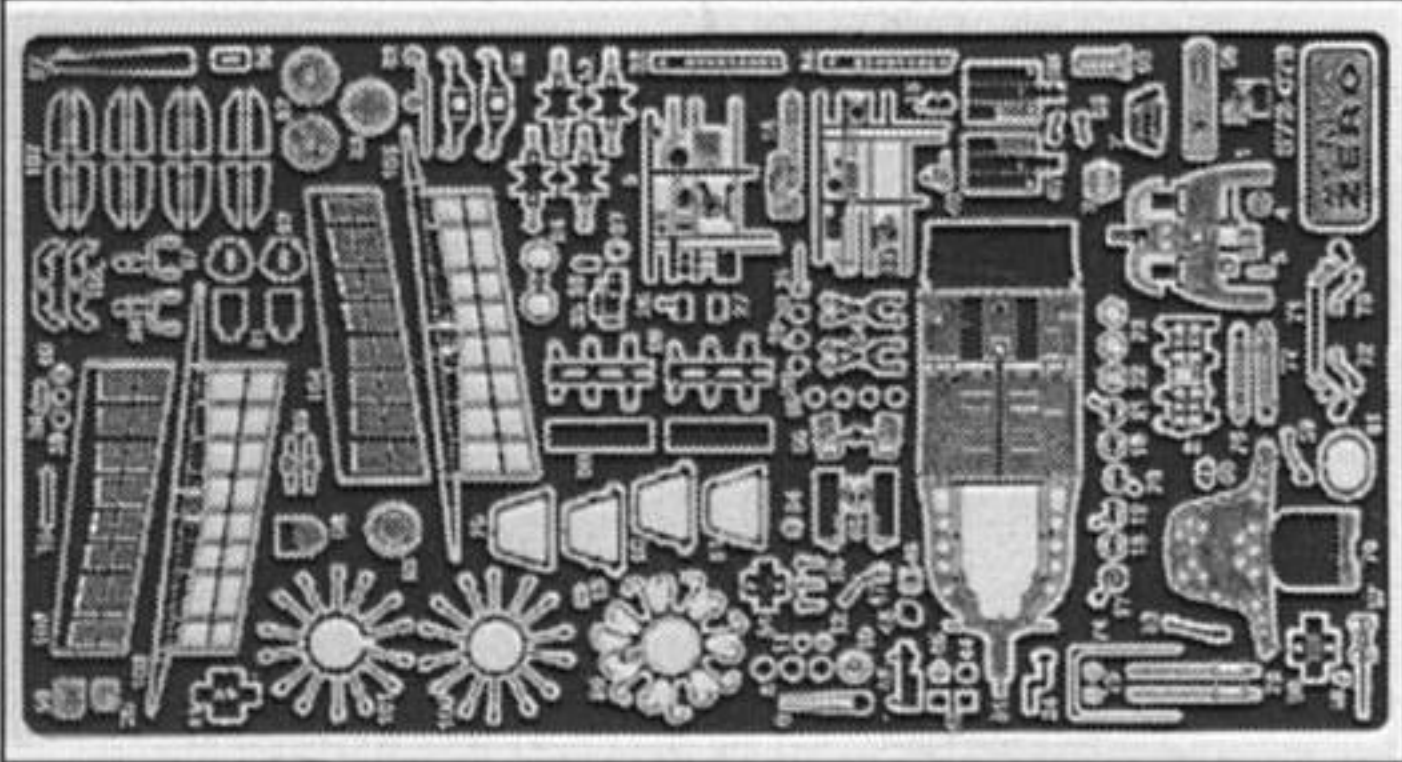
S72-077 (Toko)

**Subject:** Pfalz D.XII  
**Scale:** 1/72nd **Product No.:** S72-078  
**Type:** Detail Set **Designed for:** Toko kit  
**Parts:** Etched 101, Acetate 2

**Price: £TBA**  
This is another excellent little WWI set for the Toko range and it includes the formers for the fuselage interior, into which go the new floor, control column, seat and instrument panel. A completely new radiator is made up of a mass of etched pieces and there is also an ignition harness, wheel centres, machine gun perforated jackets and engine side cowlings. The final item(s) are all those rigging eyelets.



S72-078 (Toko)



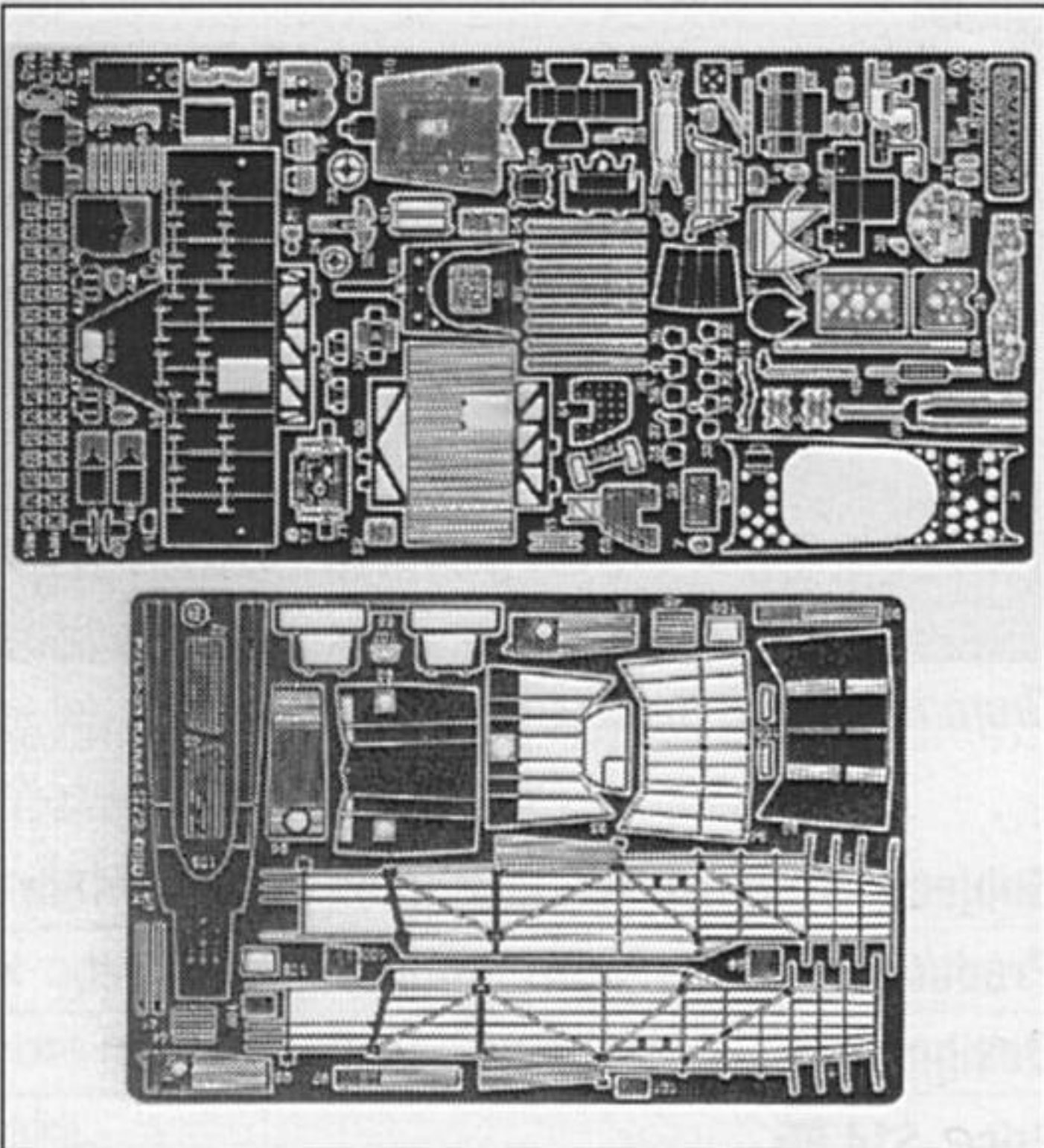
S72-079 (Academy)

**Subject:** Mitsubishi A6M5c Zero  
**Scale:** 1/72nd **Product No.:** S72-079  
**Type:** Detail Set **Designed for:** Academy kit  
**Parts:** Etched 114, Acetate 8

**Price: £TBA**  
A mass of parts go to make up the new cockpit interior in this set. The instrument panel with acetate backing film is included, along with a multi-part throttle quadrant, sidewall details, floor details, rudder pedals, seat and harness. Externally there are new undercarriage doors and linkage, new fins for the bombs, a matrix for the oil cooler, the ignition harness for the engine and the hear armour, DF loop and aerial mast for the cockpit. The final detail is a set of flaps.

**Subject:** PZL P-23 Karas  
**Scale:** 1/72nd **Product No.:** S72-080  
**Type:** Detail Set **Designed for:** Heller kit  
**Parts:** Etched 156, Acetate 18

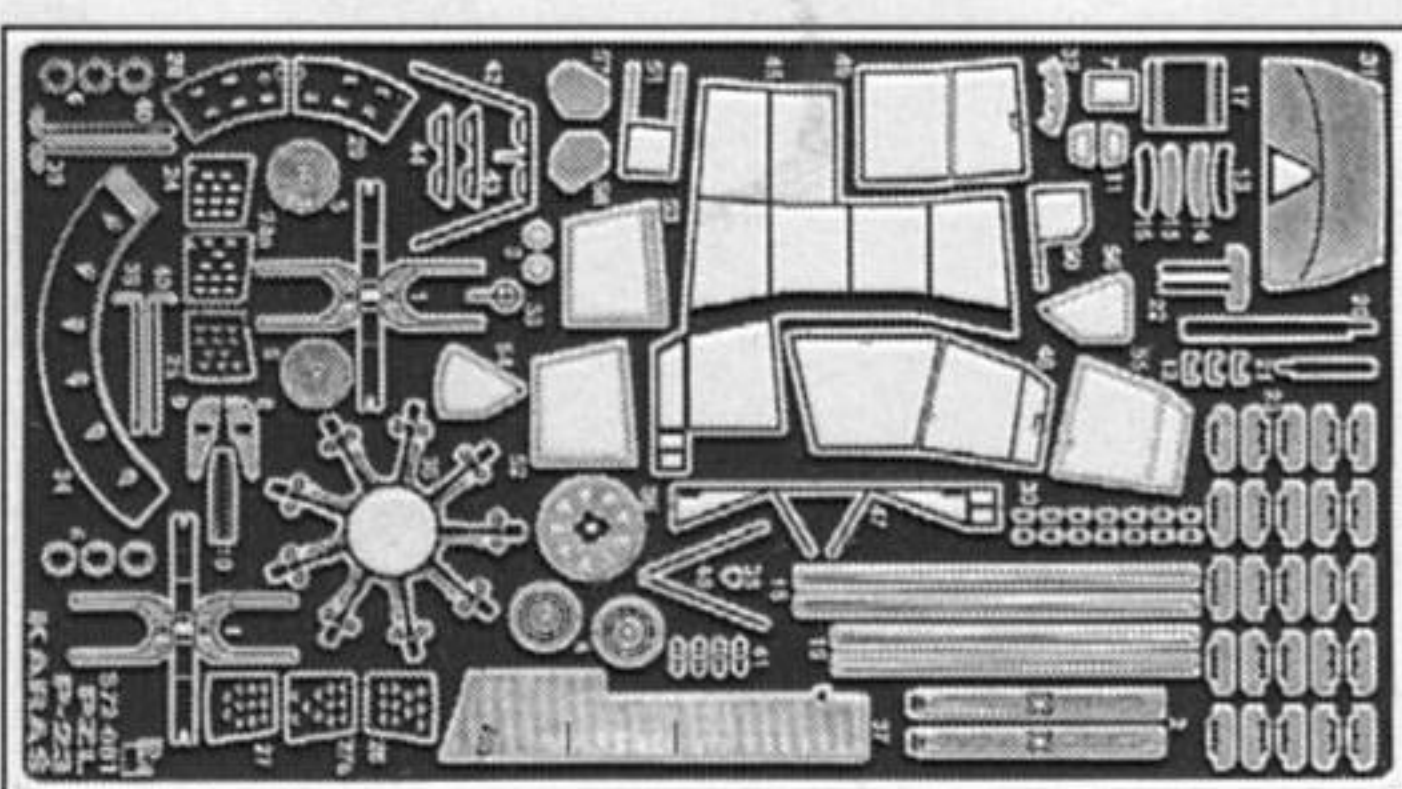
**Price: £TBA**  
This first part of a two-part set offers two frets for the interior of the Heller kit. The details include fuselage stringers, instrument panel, seat and harness, control yoke, throttle box, rear gunner's position, ventral gunner's position and the decking between the gunner and pilot.



S72-080 (Heller)

**Subject:** PZL P-23 Karas **Scale:** 1/72nd  
**Product No.:** S72-081 **Type:** Detail Set  
**Designed for:** Heller kit **Parts:** Etched 89

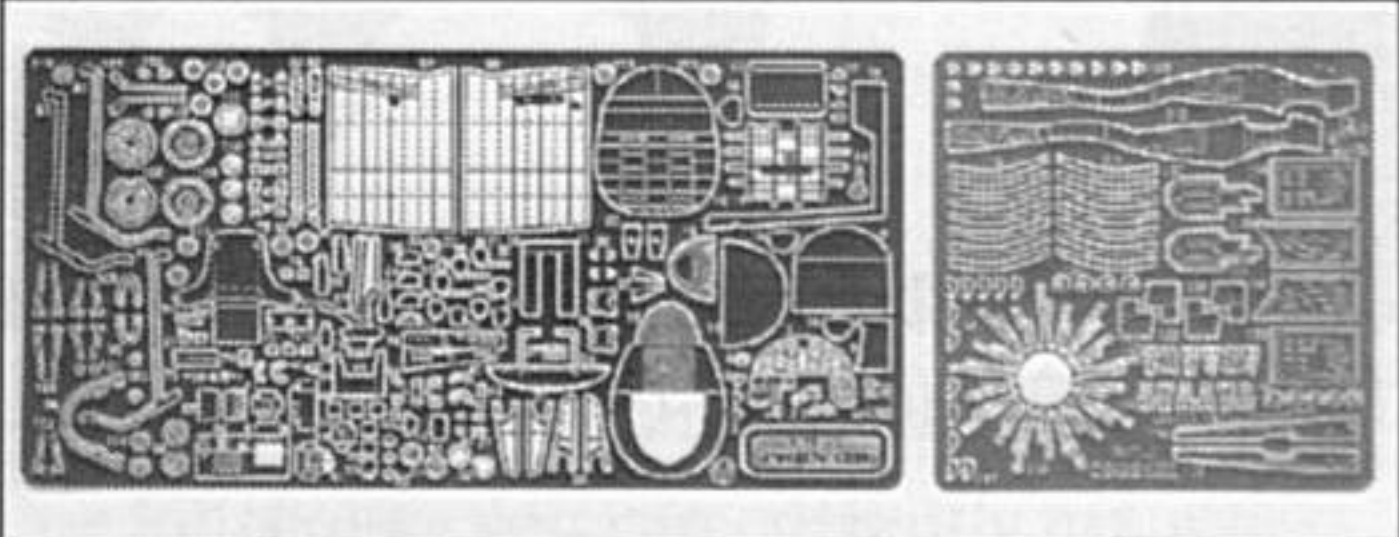
**Price: £TBA**  
This is the second of the sets for the Heller kit and the single fret offers new undercarriage yokes and wheel hubs, oil cooler matrix (made of individual pieces!), canopy framework, ignition harness for the engine, open cowlings gills and all the grab handles and foot steps.



S72-081 (Heller)

**Subject:** Chance Vought F4U-1 Corsair  
**Scale:** 1/72nd **Product No.:** S72-082  
**Type:** Detail Set **Designed for:** Academy kit  
**Parts:** Etched 257, Acetate 6

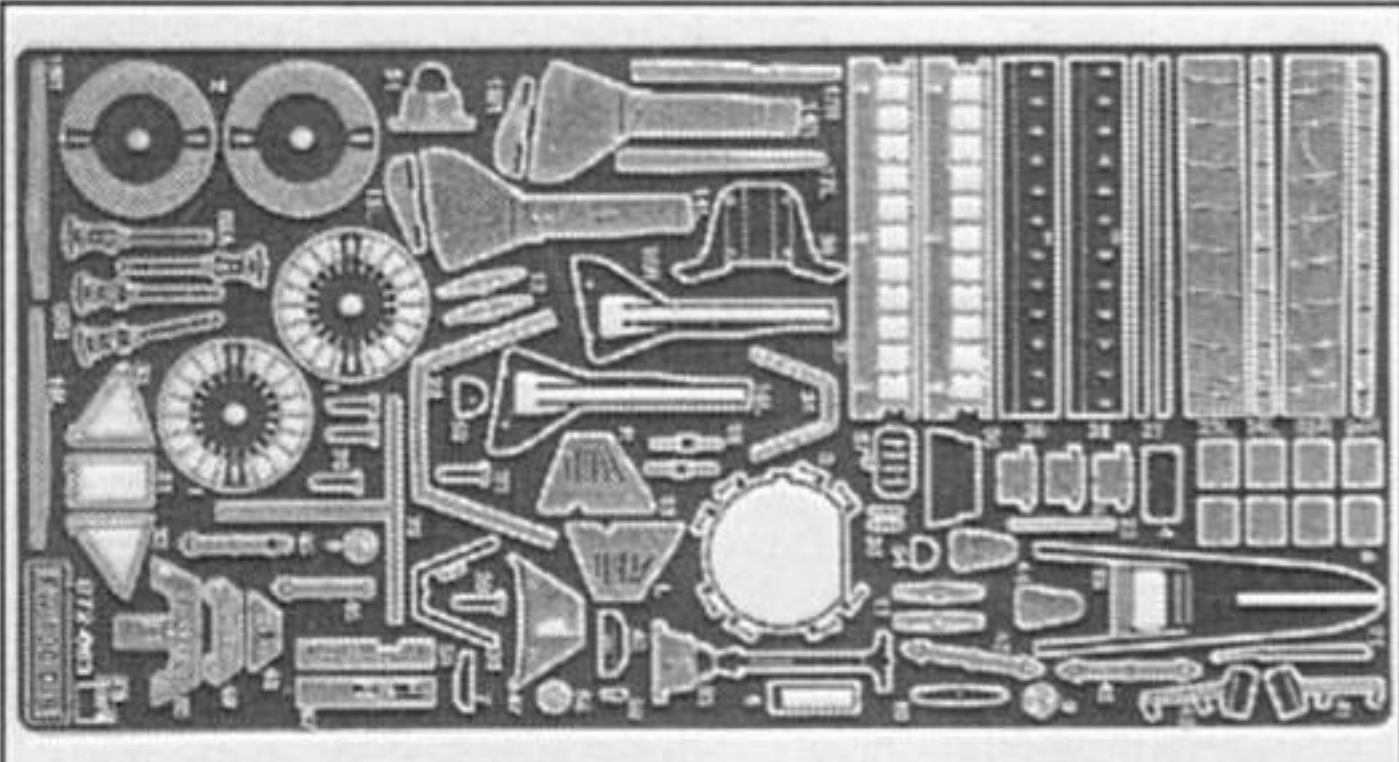
**Price: £TBA**  
This set includes a new instrument panel, throttle quadrant, rudder pedals, rear bulkhead, control column, side console details and seat and harness for the cockpit interior. Externally you get details for the wheel wells, new fins for the bombs, ignition harness for the engine, retraction linkage and wheel hubs for the main undercarriage legs and wheels, and the oil cooler matrix. The final details are new undercarriage doors, weapons hooks and the actuator rods for the trim tabs.



S72-082 (Academy)

**Subject:** Focke Wulf Fw 190D-9  
**Scale:** 1/72nd **Product No.:** S72-083  
**Type:** Detail Set **Designed for:** Academy kit  
**Parts:** Etched 99, Acetate 3

**Price: £TBA**  
In this set you get the usual side console and instrument panel, seat and harness for the cockpit interior. The canopy gets a new frame, plus the roll-over frame. The upper decking, aft of the pilot's head is included, along with the radio access door on the port fuselage side (although nothing for inside is given!). The radiator matrix and cowlings gills are supplied, along with new undercarriage doors, a complete set of flaps, bomb rack sway braces and finally the foot step, DF loop and FuG 16ZY antenna.



S72-083 (Academy)

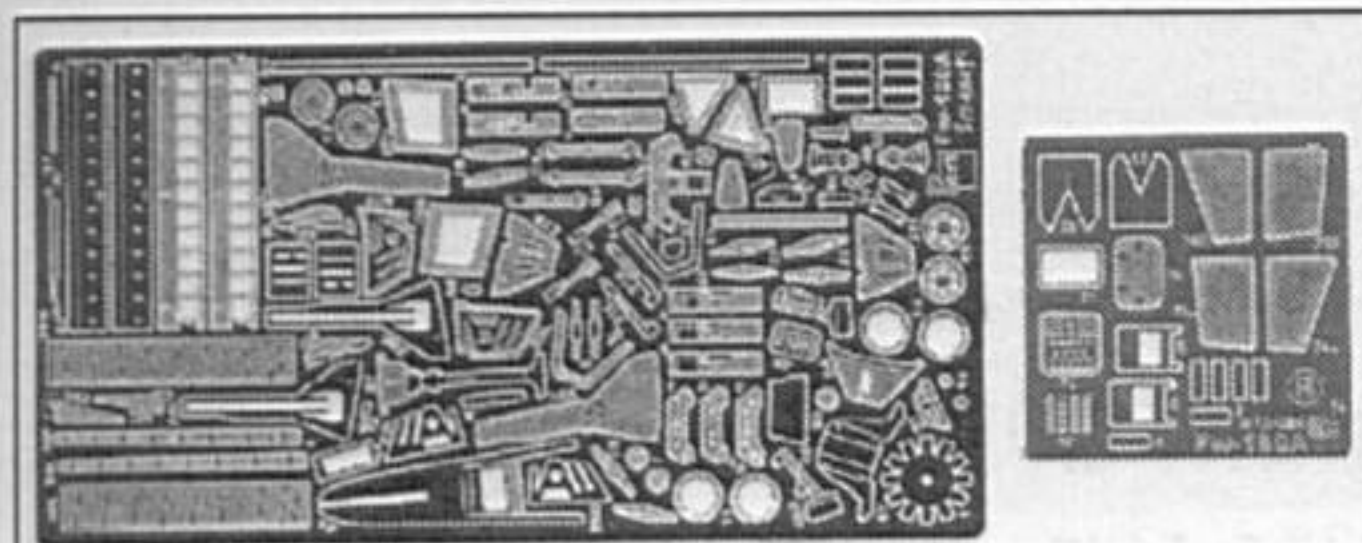
**Subject:** Focke Wulf Fw 190A  
**Scale:** 1/72nd **Product No.:** S72-084  
**Type:** Detail Set **Designed for:** Revell kit  
**Parts:** Etched 117, Acetate 6

**Price: £TBA**  
This set comprises one and a half frets and the level of detail offered is identical to that given in the Fw 190D-9 set reviewed previously. The only changes are the side armour and canopy armour for the Rammjäger version and different etched and acetate films for the A-1 to A-4, A-7 and A-8 versions.

**Subject:** Sopwith 1½ Strutter  
**Scale:** 1/72nd **Product No.:** S72-085  
**Type:** Detail Set **Designed for:** Toko kit  
**Parts:** Etched 116, Acetate 5

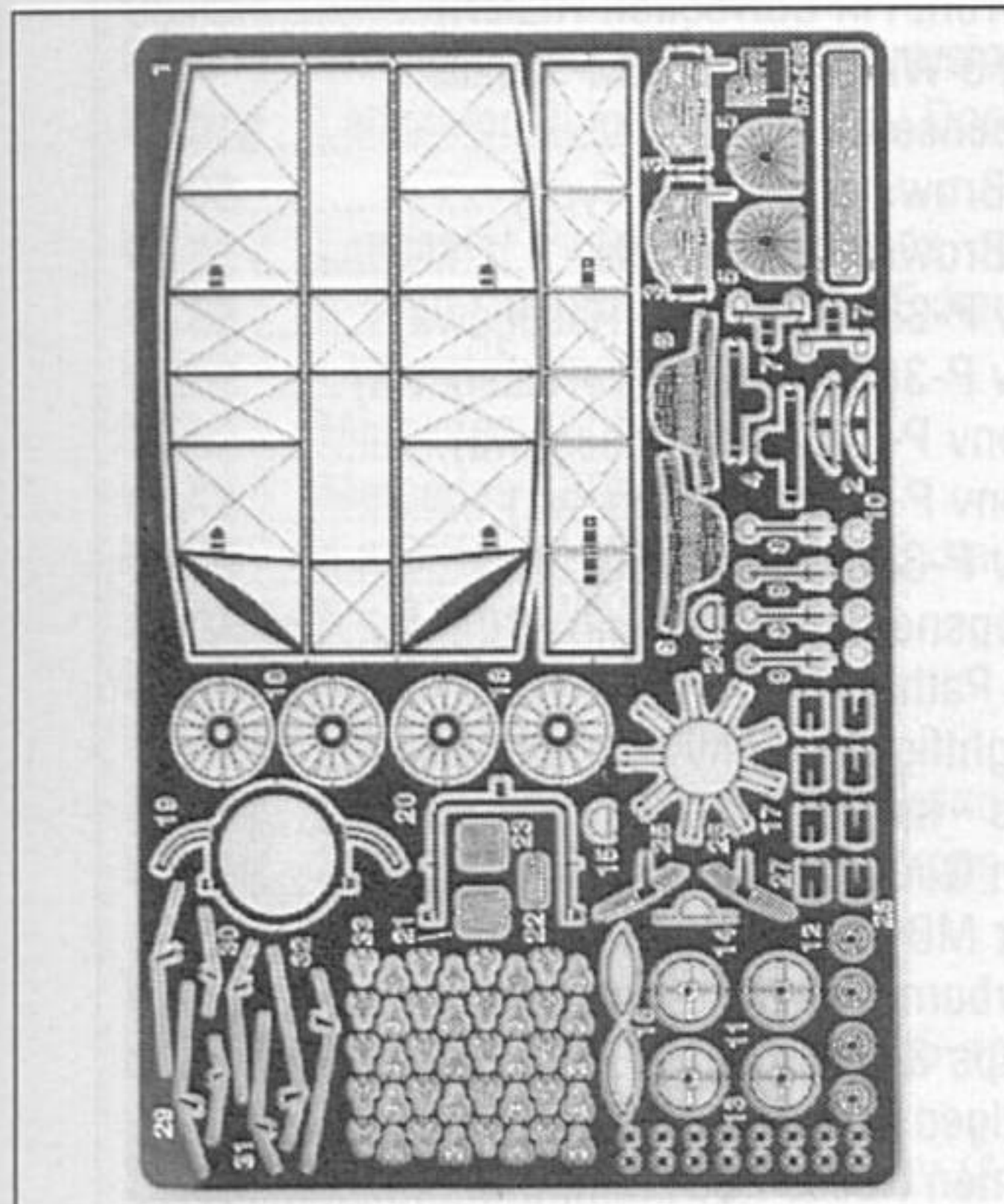
**Price: £TBA**  
This final 1/72nd scale set is similar to the Snipe one reviewed elsewhere and is once again designed for the excellent Toko kit. A framework for the fuselage is included, into which are fitted the new wicker seat,





S72-084 (Revell)

instrument panels, rudder pedals and control columns. The scarf ring is supplied for the version that carried it, as well as the pilot's windscreen, engine pushrod tubes,



S72-085 (Tokyo)

wheel hubs (spokes) and, yes, all those rigging plates for the base of each strut.  
**1/48th Scale**

**Subject:** PZL P-37 Los

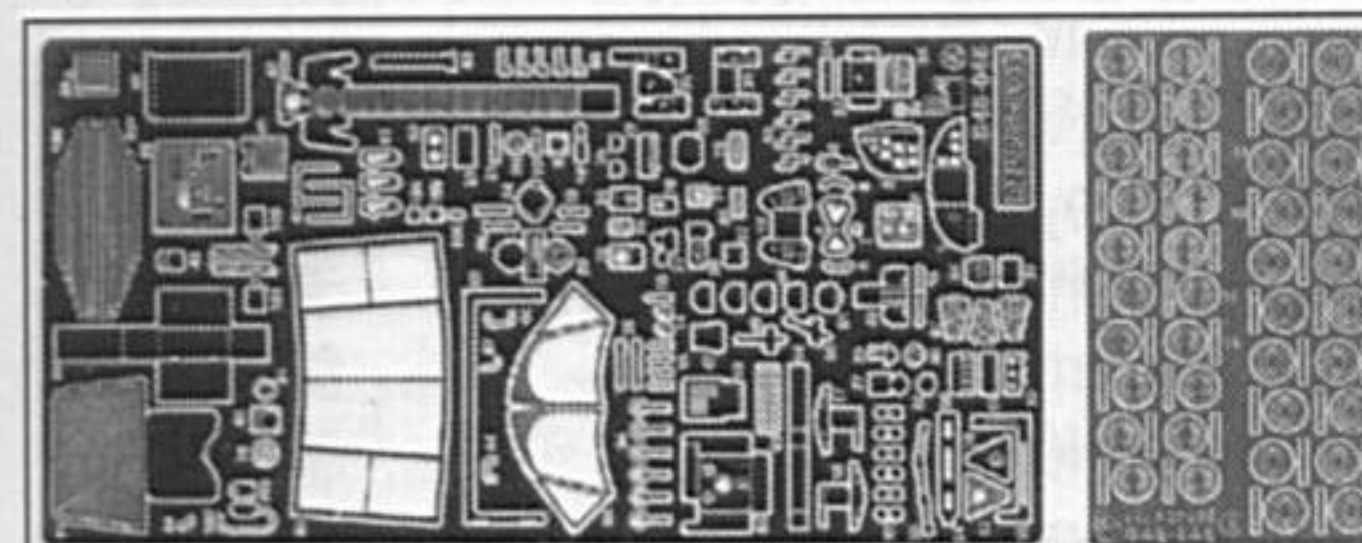
**Scale:** 1/48th **Product No.:** S48-046

**Type:** Detail Set **Designed for:** Mirage kit

**Parts:** Etched 205, Acetate 11

**Price:** £TBA

This set is the first in a two-part coverage of the excellent new Mirage kit of the Los. This set offers details for the interior. Eighty of the pieces are ammo drums, and these will be very repetitive to make up. The other



S48-046 (Mirage)

details include the instrument panel, control yoke, engineer's instrument panel, throttle quadrant, crew seats with harness, cockpit floor details, cockpit framework and a mass of other details that have to be added within the fuselage halves.

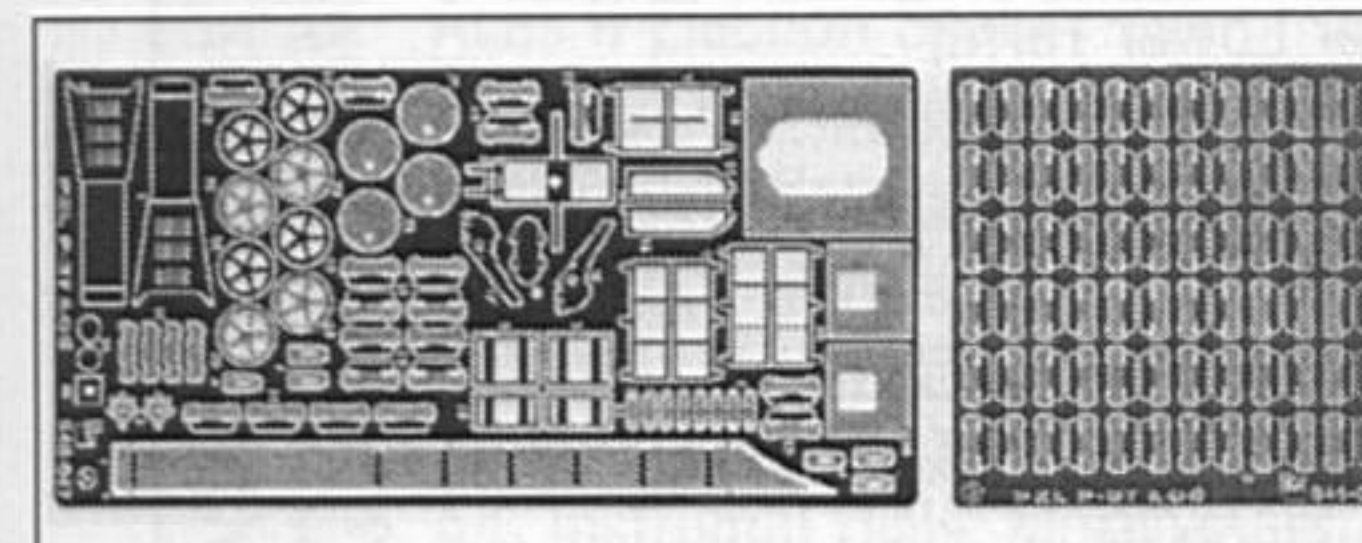
**Subject:** PZL P-37 Los

**Scale:** 1/48th **Product No.:** S48-047

**Type:** Detail Set **Designed for:** Mirage kit

**Parts:** Etched 149

**Price:** £TBA



S48-047 (Mirage)

This is the other set for the Mirage kit and it concentrates on the exterior. The oil cooler matrix is made up of some 80+ pieces and the undercarriage doors, oleo legs and wheel hubs are given. The final items include the crew access ladder and wing walkways.

**Subject:** Chance Vought F4U-1D Corsair

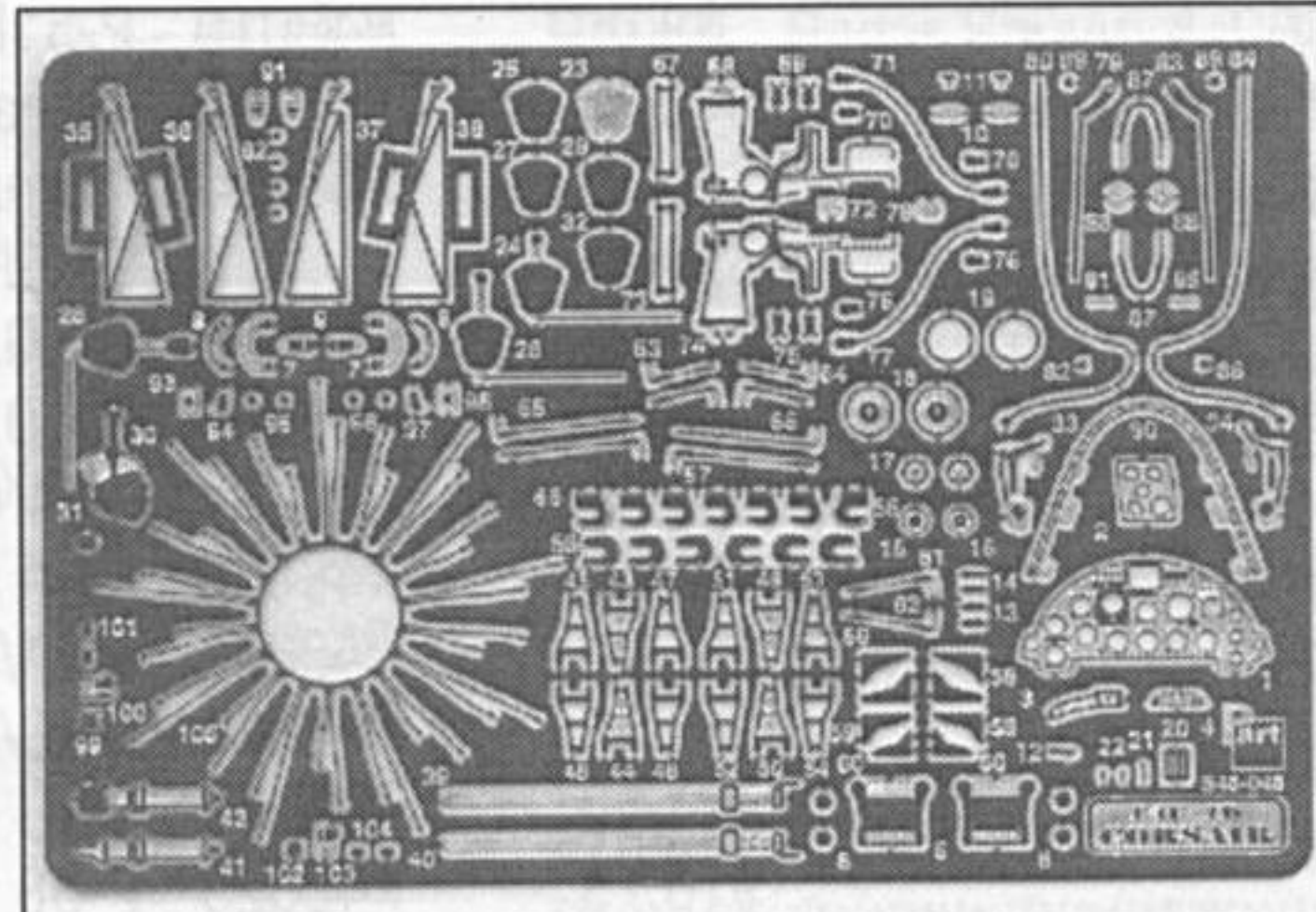
**Scale:** 1/48th **Product No.:** S48-048

**Type:** Detail Set **Designed for:** Tamiya kit

**Parts:** Etched 112, Acetate 2

**Price:** £TBA

This set does not need to offer a lot of additional details for the Tamiya kit, as the interior is good enough on its own. A new instrument panel, rudder pedals and throttle quadrant are included though. Side console details along with the seat harness



S48-048 (Tamiya)

complete the cockpit area and for the exterior you get compression links for the main oleo legs and a number of additional bits and pieces for the wing fold. The final items are the weapons 'hooks' and trim tab actuator rods.

**Subject:** Messerschmitt Bf 109E

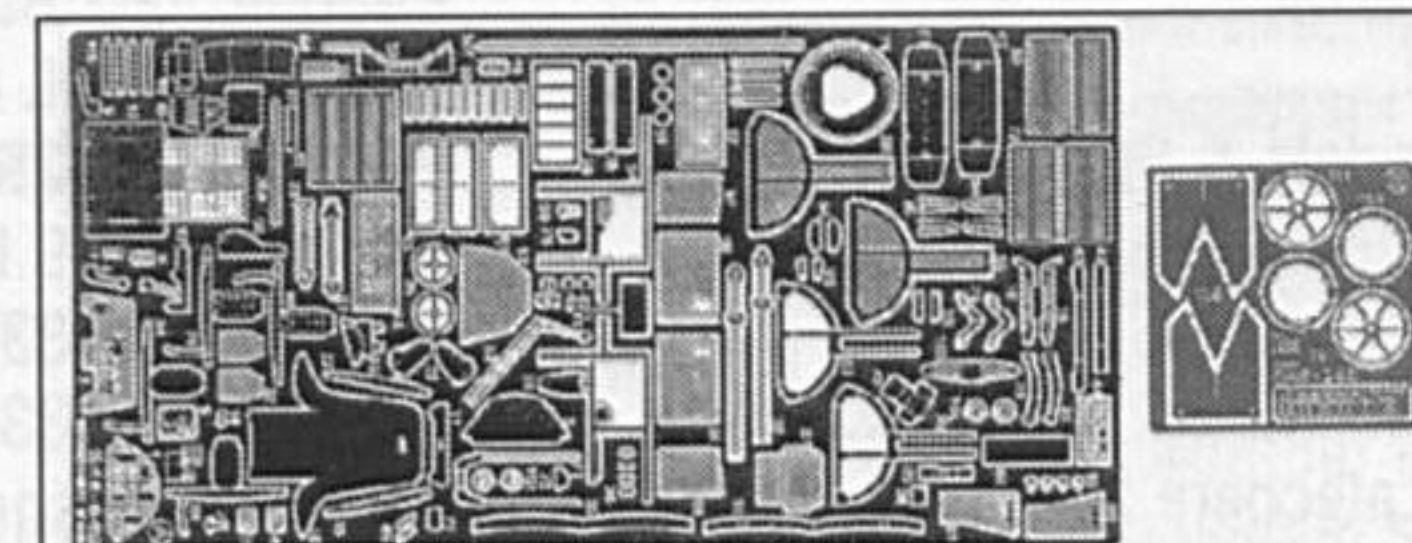
**Scale:** 1/48th **Product No.:** S48-049

**Type:** Detail Set **Designed for:** Hasegawa kit

**Parts:** Etched 146, Acetate 2

**Price:** £TBA

This set offers one and a half frets which comprise a new instrument panel, rudder pedals, seat and harness, trim tab wheel, cockpit floor and seat frame and a number



S48-049 (Hasegawa)

of items for the sidewalls. The radiator matrix and shutter are included, along with a tropical filter, undercarriage doors and wheel well inserts. The final details are the plate behind the pilot's head, oil cooler matrix and wheel hubs (both plain and spoked).

**Subject:** Messerschmitt Bf 109B

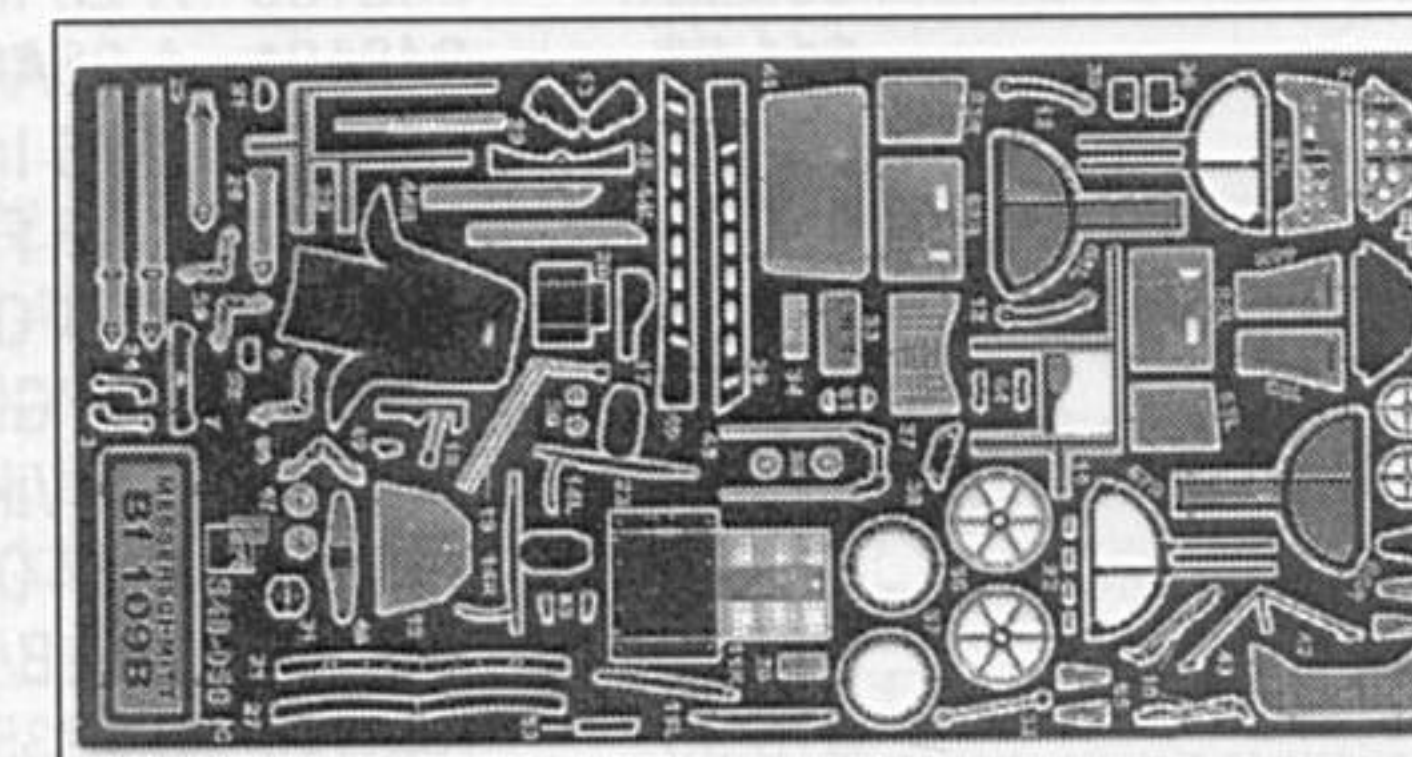
**Scale:** 1/48th **Product No.:** S48-050

**Type:** Detail Set **Designed for:** Hobbycraft kit

**Parts:** Etched 96, Acetate 2

**Price:** £TBA

This set is identical, in the level of detail offered, to the previous set. A new instrument panel, rudder pedals, seat and harness, trim-tab wheel and cockpit floor



S48-050 (Hobbycraft)

are included, along with a number of details for the sidewalls. New undercarriage doors and wheel well inserts are supplied and the details are completed with exhaust outlet surrounds, wheel hubs (both styles) and rear bulkhead access panel.

**Subject:** Messerschmitt Bf 109F

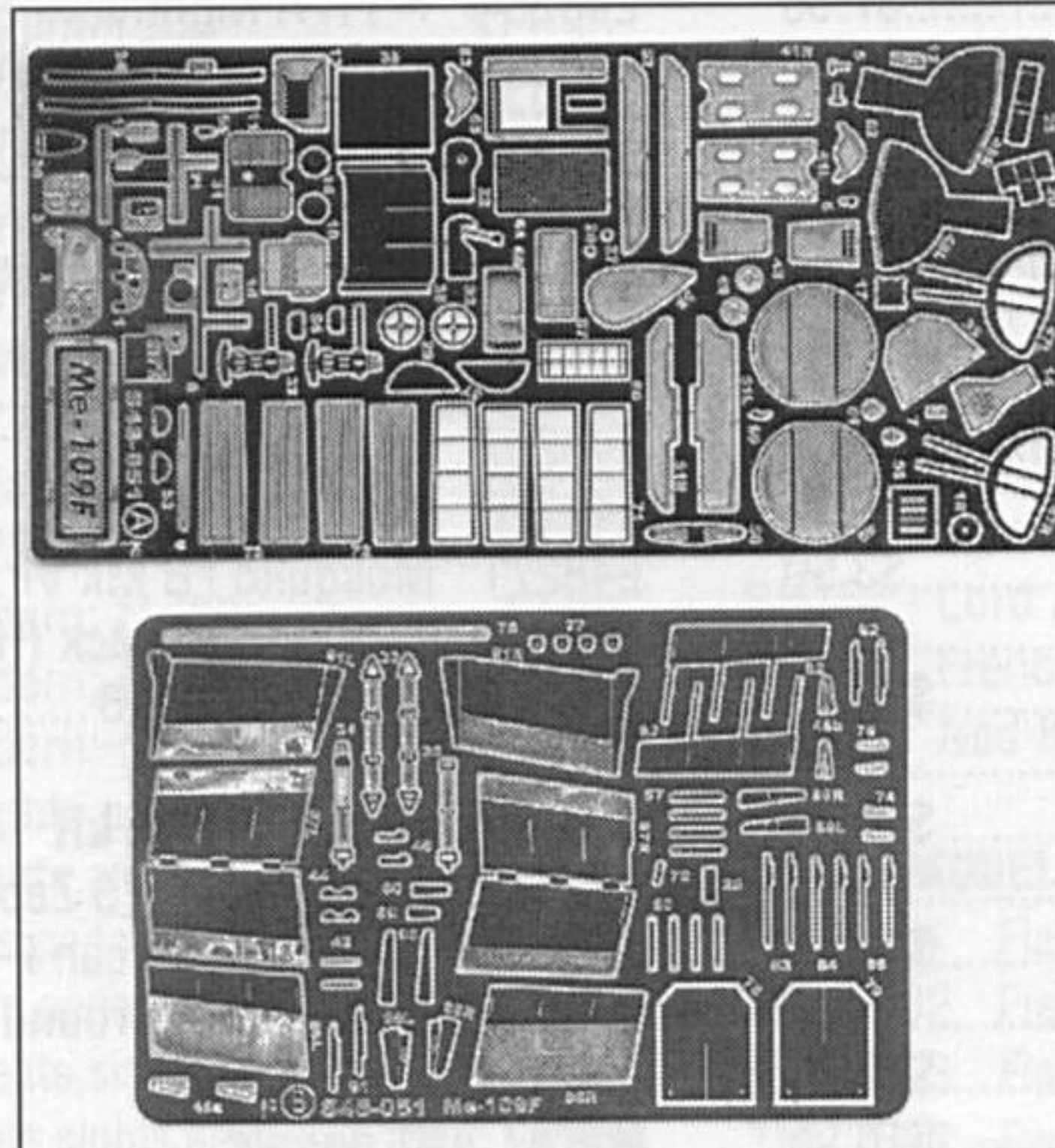
**Scale:** 1/48th **Product No.:** S48-051

**Type:** Detail Set **Designed for:** Hasegawa kit

**Parts:** Etched 147, Acetate 4

**Price:** £TBA

Another Bf 109 update, this set offers a new instrument panel (with bomber variant secondary control panel), rudder pedals, trim-tab wheel, seat and harness, sidewall details and the kickplates for the cockpit floor. A new air filter is also included, along with the retaining strap for the drop tank, new undercarriage doors and oleo leg compression links. The radiators get a new



S48-051 (Hasegawa)

interior matrix plus a complete set of flaps. The chin-mounted oil cooler gets a new matrix and flap and the final details in this set are the armour plate behind the pilot's seat and a number of panels etc for the airframe.

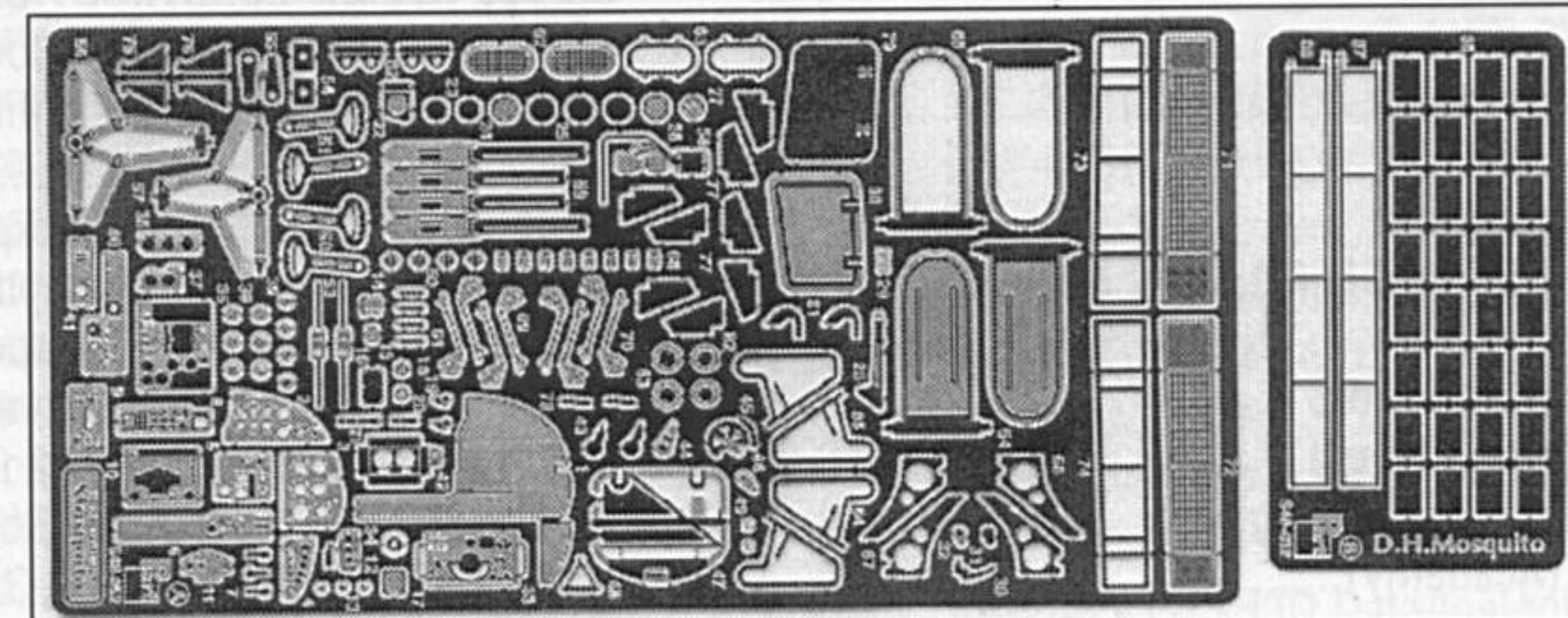
**Subject:** de Havilland Mosquito NF Mk II/FB Mk VI **Scale:** 1/48th **Product No.:** S48-052

**Type:** Detail Set **Designed for:** Tamiya kit

**Parts:** Etched 218, Acetate 10

**Price:** £TBA

This set offers a new instrument panel and fascia for the A.I radar. All the sidewall detail is included, along with new rudder pedals, seat harness and arm rests plus the faces of the 1154/1155 radio combination. The gun



S48-052 (Tamiya)

bay gets new ammo chutes and the bomb bay doors have new actuating rods. The wing leading edge radiators get a new matrix and there are new fins for the bombs, a crew access ladder, main leg mudguards and, finally, new fins for the 3in rockets.

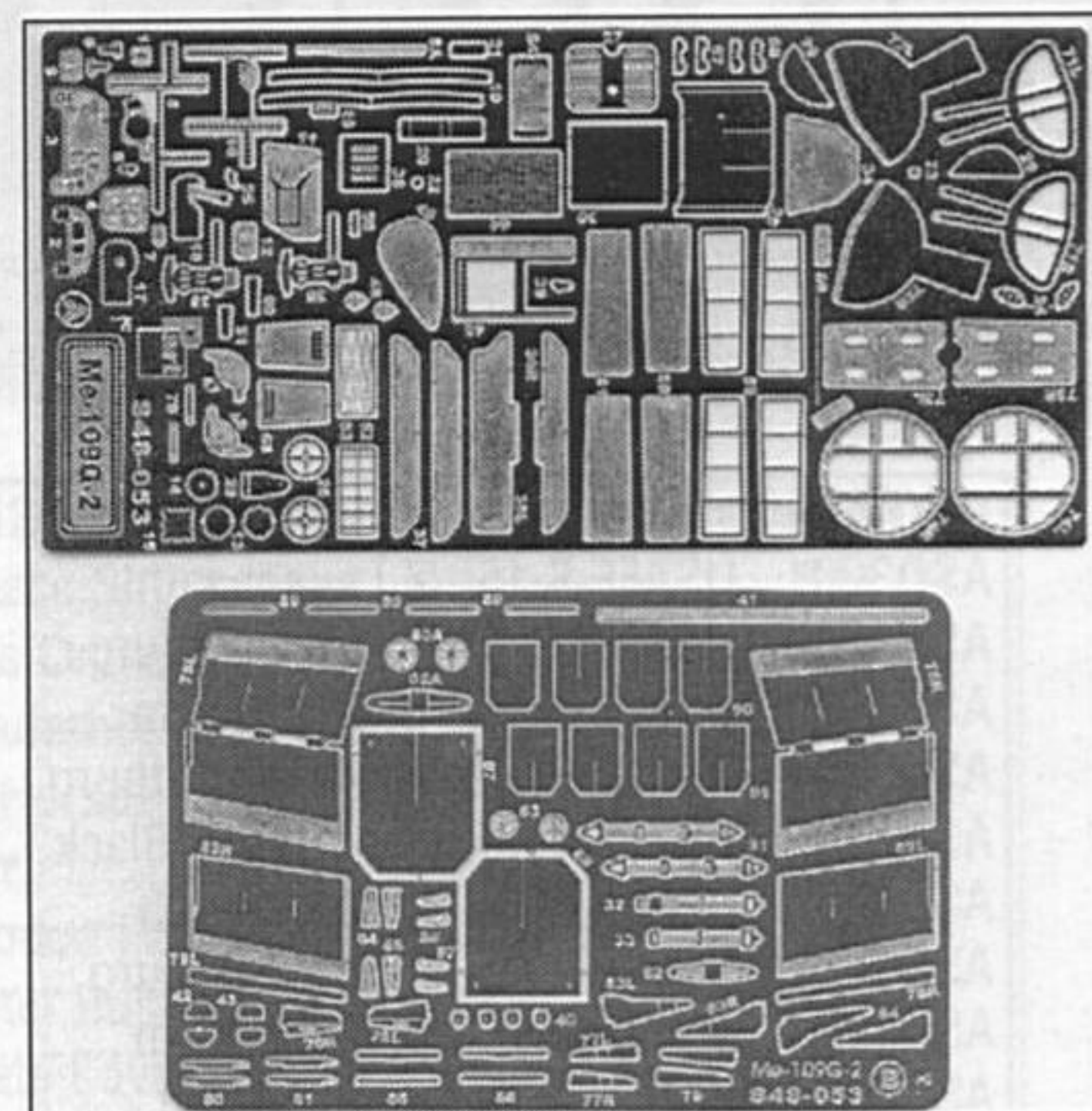
**Subject:** Messerschmitt Bf 109G-2

**Scale:** 1/48th **Product No.:** S48-053

**Type:** Detail Set **Designed for:** Hasegawa or Hobbycraft kits **Parts:** Etched 145, Acetate 3

**Price:** £TBA

This final Bf 109 set offers the same levels of detail as the other three reviewed elsewhere. Inside the cockpit there is a instrument panel, rudder pedals, trim wheel, seat and harness, sidewall details and kick-plates on the cockpit floor. The air intake filter, undercarriage doors, drop tank retaining strap, oleo leg compression



S48-053 (Hasegawa or Hobbycraft)

links, radiator matrix and flaps and fins for the bombs are also given. Anti-flash guards over the exhaust stacks are included, along with wheel well inserts and radiator flaps, which are offered to fit the Hasegawa kit and to correct those in the Hobbycraft kit.

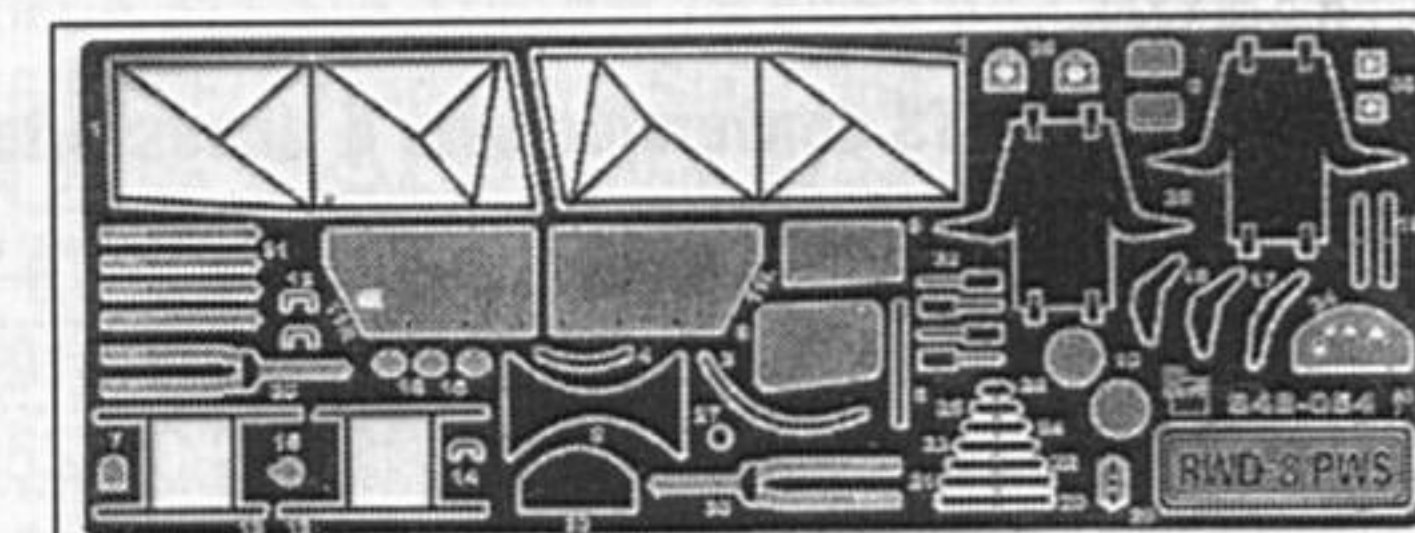
**Subject:** RWD-8 pws

**Scale:** 1/48th **Product No.:** S48-054

**Type:** Detail Set **Designed for:** Mirage, Spojnia kits **Parts:** Etched 48, Acetate 7

**Price:** £TBA

This final set offers a new framework for the cockpit interior into which go the new seats and their harness. New wheel hubs and a complex assembly to make up the tail skid (spring) are included along with the frames and glazing for each crew position and all



S48-054 (Mirage or Spojnia)

the actuating horns for the tail and rudder.

Conclusion: All of the sets reviewed above are excellent, and the PART range is one of the best there is. Some of the details offered are a little dubious, but all etched brass sets trying to represent three-dimension items (tubes etc) in this

two-dimensional material will meet difficulties. There are a number of assemblies that will require the construction of etched pieces to make up one piece, and I think many will simply not

want to do this. That is a shame as the overall level of detail is excellent in each set. The wicker seats and small details in the WWI sets are far better than anything we have seen before and I am sure many WWI fans will want to have a go with these sets. If you have the skills and want to add a lot more to your models have a go with a PART set, they are highly recommended to all.

Our thanks to Jadar-Model for the review samples.

## Information

### Worldwide Enquiries:

Jadar-Model s.c., ul. Reichniewskiego  
5a/26, 03-980 Waszawa, Poland.  
Fax: 0 22 671 46 21



# AVIA IMPORTS USA

PO Box 99, Cary, NC 27512 Telephone: 1-919-233-0212 Facsimilie: 1-919-469-0212 e-mail: aviausa@aol.com

## ASTRA decals

|         |                                     |         |
|---------|-------------------------------------|---------|
| ASD3201 | USAFE F-15C/E Lakenheath.....       | \$18.95 |
| ASD3202 | USAFE F-15C Spangd/Bitburg .....    | \$17.50 |
| ASD3203 | USAFE F-16C Spangdahlem .....       | \$13.75 |
| ASD3205 | USAFE F-15C Reykjavik/Bitburg ..... | \$7.95  |
| ASD3206 | USAFE 24inch Tail Codes Black.....  | \$7.95  |
| ASD4801 | USAFE F-15C/E Lakenheath.....       | \$12.75 |
| ASD4801 | USAFE F-15C Spangd/Bitburg .....    | \$10.95 |
| ASD4803 | USAFE F-15C Spangdahlem .....       | \$9.50  |
| ASD4804 | USAFE A-10 Spangdahlem .....        | \$10.50 |
| ASD4805 | USAFE F-15C Reykjavik.....          | \$8.95  |
| ASD4810 | FAF Mirage 2000 Cambrai .....       | \$17.50 |
| ASD7202 | USAFE F-15C Spangd/Bitbury .....    | \$7.95  |
| ASD7203 | USAFE F-16C Spangdahlem .....       | \$6.95  |
| ASD7204 | USAFE A-10 Spangdahlem .....        | \$7.95  |
| ASD7205 | USAFE F-15C Reykjavik.....          | \$6.25  |
| ASD7210 | FAF Mirage 2000 Cambrai .....       | \$13.75 |

## COOPER details

|        |                                         |         |
|--------|-----------------------------------------|---------|
| CD4801 | Griffon Spitfire 5-blade Prop .....     | \$5.00  |
| CD4802 | Hawker Sea Fury Detail Kit .....        | \$19.95 |
| CD4803 | Pratt & Whitney R-2800 Dbl. Wasp.....   | \$3.50  |
| CD4804 | Pratt & Whitney R-1340 Wasp .....       | \$3.50  |
| CD4805 | Bf 109F-G Detail Kit.....               | \$13.95 |
| CD4807 | WWII Aircraft Seats .....               | \$5.00  |
| CD4810 | Spitfire Mk I-V Cockpit Detail Kit..... | \$16.95 |
| CD4811 | Spitfire Mk Vb Upgrade .....            | \$8.95  |
| CD4812 | Hawker Sea Fury Wheelwell .....         | \$12.50 |
| CD4813 | Bristol Beaufighter Wheels .....        | \$5.00  |
| CD4814 | Spitfire Mk 22 Upgrade kit.....         | \$10.95 |
| CD4815 | Spitfire 22/Seafire 47 Cockpit kit..... | \$16.95 |
| CD4817 | Bf 109G-6/G-14 Upgrade.....             | \$5.95  |
| CD48SP | Sea Vixen Intakes (Dynavector) .....    | \$10.00 |
| CD7202 | Spitfire Cockpit Detail Kit.....        | \$10.95 |
| CD7205 | WWII a/c Seats w/Belts .....            | \$5.00  |
| CD7208 | Pratt & Whitney R-2800 Dbl. Wasp.....   | \$4.50  |

## BELCHER BITS conversion sets & accessories

|        |                                            |         |
|--------|--------------------------------------------|---------|
| BB4801 | Sea King Sponsons & Radome.....            | \$8.99  |
| BB4802 | Sea King Sonobuoy/Flare Chutes.....        | \$5.59  |
| BB4803 | CH-124A Gulf War Mods .....                | \$6.99  |
| BB4804 | RCN Avengers.....                          | \$20.99 |
| BB4805 | PBY-5/5A Corrected Tail.....               | \$14.69 |
| BB4806 | PBY-2/3/4 Conversion.....                  | \$20.99 |
| BB4807 | PBY-6A Conversion.....                     | \$17.99 |
| BB4808 | Bell 412/CH-146 Griffon Conversion .....   | \$14.69 |
| BB4809 | RAF Cookies (2000 & 4000 lb HC Bombs ..... | \$10.49 |
| BB4810 | RAF Super Cookies (8000 & 12000 lb) .....  | \$10.49 |
| BB4811 | RAF 1500lb Mine & 250lb Depth Charges..... | \$10.49 |
| BB4812 | Lancaster Smooth Tread Tires .....         | \$4.99  |
| BB7201 | CH-124 Gulf War Mods .....                 | \$6.99  |

## BELCHER BITS decals

|         |                                            |        |
|---------|--------------------------------------------|--------|
| BBD4801 | Canadian Naval Helicopters .....           | \$5.25 |
| BBD4802 | RCAF/CAF Helicopters .....                 | \$5.25 |
| BBD4804 | Canadian Harvard Mk II.....                | \$5.99 |
| BBD4805 | USN SNJ-2, SNJ-6 .....                     | \$6.99 |
| BBD7203 | Canadian Helicopters (BD1 & BD2) 1:72..... | \$5.99 |

## BELCHER BITS complete kit

|         |                               |         |
|---------|-------------------------------|---------|
| BBK4802 | Sikorsky HO3S (S-51) Kit..... | \$49.99 |
|---------|-------------------------------|---------|

## EDUARD etched brass detail sets

|        |                                         |         |
|--------|-----------------------------------------|---------|
| E32024 | F-4 Phantom-int (Revell).....           | \$10.75 |
| E32036 | Fw 190 A5/A8 Flaps (Hasegawa).....      | \$10.75 |
| E48179 | Spitfire XIV (Academy).....             | \$10.75 |
| E48194 | Birdcage Corsair.....                   | \$9.00  |
| E48214 | Sea Harrier FRS (Airfix).....           | \$9.00  |
| E48215 | Beaufighter Mk.VI (Tamiya).....         | \$10.75 |
| E48216 | Me 163B-1a Komet (Dragon).....          | \$7.50  |
| E48218 | Albatros D.V/D.Va (Eduard).....         | \$10.75 |
| E48219 | Aichi M6A1 Seiran (Tamiya).....         | \$7.50  |
| E48221 | F/A-18A Hornet (Hasegawa).....          | \$10.75 |
| E48222 | Curtiss P-40N (Ertl).....               | \$9.00  |
| E48223 | Curtiss P-40N Flaps (Ertl) .....        | \$9.00  |
| E48224 | Focke Wulf Ta 152H-1 (Dragon).....      | \$10.75 |
| E48225 | SBD-5 Dauntless (Accurate).....         | \$10.75 |
| E48226 | SB2C-4 Helldiver (Pro-Modeler) .....    | \$10.75 |
| E48227 | Il-2m3 Stormovik (Accurate) .....       | \$10.75 |
| E48228 | Il-2m3 Bomb Bay & Flaps (Accurate)..... | \$14.00 |
| E48229 | He 162A-2 Salamander (Dragon).....      | \$7.50  |
| E48230 | Bf 109G-6 (Hasegawa).....               | \$10.75 |
| E48231 | He 219A-7 (Tamiya).....                 | \$10.75 |
| E48232 | Hawker Hurricane Mk II (Hasegawa).....  | \$10.75 |
| E48233 | Hawker Hunter F.6 (Academy).....        | \$9.00  |
| E48234 | P-38F/G/H Lightning (Hasegawa).....     | \$10.75 |
| E48235 | UH-1N Twin Huey (Italeri) .....         | \$10.75 |
| E48236 | P-47N Thunderbolt (Rev-Mono).....       | \$10.75 |
| E48237 | MiG-21PF (Academy).....                 | \$14.00 |
| E48238 | MiG-21MF (Academy).....                 | \$14.00 |
| E48239 | Ki-46 II Dinah (Tamiya).....            | \$10.75 |
| E48240 | P-47D Thunderbolt (Academy) .....       | \$10.75 |

|        |                                       |         |
|--------|---------------------------------------|---------|
| E48241 | Douglas F4D-1 (Tamiya).....           | \$9.00  |
| E48242 | Fw 190F-8 (Tamiya) .....              | \$10.75 |
| E48243 | Me 410B-1 (Revell) .....              | \$10.75 |
| E48245 | A-1H Skyraider (Tamiya) .....         | \$10.75 |
| E48246 | Junkers Ju 88A-4 (Revell).....        | \$10.75 |
| E48247 | RAF WWII Buckles .....                | \$7.50  |
| E48248 | T-6G Texan (Ocidental).....           | \$10.75 |
| E48249 | Ni-17 (Eduard) .....                  | \$9.00  |
| E48250 | BAC Lightning F.2A/F.6 (Airfix) ..... | \$10.75 |
| E48251 | EE Lightning F1/F3 (Airfix) .....     | \$10.75 |
| E48252 | T-6G Texan Flaps (Ocidental) .....    | \$10.75 |
| E48253 | Bf 110D (Fujimi).....                 | \$14.00 |
| E48254 | F-117A Nighthawk (Tamiya).....        | \$9.00  |
| E48255 | Il-2 Single Seater (Acurate).....     | \$14.00 |
| E48256 | F8F Bearcat (Hobbycraft) .....        | \$9.00  |
| E48257 | F-84G Thunderjet (Tamiya).....        | \$9.00  |
| E48258 | Ju 87D Stuka (Hasegawa).....          | \$10.75 |
| E48261 | B-25J Mitchell .....                  | \$14.00 |
| E48262 | B-25 Bomb Bay .....                   | \$10.75 |
| E48267 | Mi-24 Hind Interior .....             | \$10.75 |
| E48270 | F4U-1D Corsair .....                  | \$9.00  |
| E48271 | Mosquito FB Mk VI .....               | \$9.00  |
| E48273 | P-47D Razorback (Hasegawa).....       | \$10.75 |
| E48275 | Typhoon Mk 1B.....                    | \$10.75 |

## MODEL ART conversion kit

|         |                                          |         |
|---------|------------------------------------------|---------|
| MA72001 | Fouga CM175 Zephyr Set (Heller).....     | \$49.95 |
| MA72002 | North American F-86-K Sabre Conversion.. | \$49.95 |
| MA72003 | French AF Ground Power Unit (1970+)..... | \$19.95 |

## MODEL ART decals

|          |                                                                  |        |
|----------|------------------------------------------------------------------|--------|
| MAD48001 | Mirage 2000C Alsace,Vendee,<br>Ile de France, Cote D'Argent..... | \$9.75 |
| MAD48002 | Westland Wyvern S.4;SBD-5 Dauntless;<br>Dewoitine D.520 .....    | \$9.75 |
| MAD48004 | British Post-War "D" Type Roundels.....                          | \$9.75 |
| MAD48005 | Grumman Avenger; Breguet 693 .....                               | \$9.75 |
| MAD48006 | Vought F4U-7 Corsair; Dewoitine D.520;<br>Vought 156F .....      | \$9.75 |
| MAD48007 | Grumman F6F-5 Hellcat; Douglas C-47 .....                        | \$9.75 |
| MAD48008 | N.A. T-6G, SNJ-4; Bloch MB174 .....                              | \$9.75 |
| MAD72002 | Mirage 2000C; Meteor TT.20,NF.11,F4" .....                       | \$8.25 |
| MAD72018 | Fairey Gannet AS.1,ECM.6;<br>Douglas A-26 Invader .....          | \$8.25 |
| MAD72022 | France 1938-42 (Roundels & Stripes).....                         | \$8.25 |
| MAD72023 | Grumman Avenger; Supermarine Scimitar .....                      | \$8.25 |
| MAD72024 | F4U-7; Nord 1101; Tucano;<br>Sea Vixen Mk 1 & 2 .....            | \$8.25 |
| MAD72025 | D.520; Breguet 693; Latecoere 298.....                           | \$8.25 |
| MAD72026 | Hawker Sea Hawk; Grumman F6F-5 .....                             | \$8.25 |
| MAD72027 | Sea Venom; Pilatus P-3; Breguet Alize.....                       | \$8.25 |
| MAD72028 | Alpha Jet; Pilatus PC-7; Aermacchi AMX.....                      | \$8.25 |
| MAD72029 | DH Sea Vixen; N.A. T-6G, SNJ-4 .....                             | \$8.25 |
| MAD72G02 | Dayglo Orange .....                                              | £3.25  |

## MODEL DESIGN CONSTRUCTION

|          |                                                |         |
|----------|------------------------------------------------|---------|
| MDCA4801 | Bf 109G-6/14 Cockpit Set .....                 | \$11.50 |
| MDCA4802 | German Gunsights .....                         | \$4.75  |
| MDCA4803 | Rudder Pedals .....                            | \$5.75  |
| MDCA4804 | Fw 190D-9 Cockpit Set .....                    | \$11.50 |
| MDCA4805 | Mosquito Cockpit.....                          | \$19.45 |
| MDCS4801 | British Full Weapon Load .....                 | \$34.45 |
| MDCV4801 | Turbinlite Boston/Havoc A-20.....              | \$29.95 |
| MDCV4802 | Boulton Paul 12 Gun Nose (A-20 B/H).....       | \$24.95 |
| MDCV4803 | Night Intruder Boston/Havoc A-20 .....         | \$19.95 |
| MDCV4805 | TBM-3W (TBM-3 Avenger).....                    | \$39.95 |
| MDCV4806 | "TBM-3S (US, Japan, Netherlands, France)"..... | \$14.95 |
| MDCV4807 | TBM-3S (Canada).....                           | \$14.95 |
| MDCV4808 | Avenger AS Mk 6 FAA .....                      | \$19.95 |
| MDCV4811 | Tempest II (Eduard) .....                      | \$29.95 |
| MDCV4812 | Tempest VI (Eduard) .....                      | \$19.95 |
| MDCV4815 | Spitfire Mk V Float Plane Conversion .....     | \$39.95 |
| MDCV4816 | Sea Hurricane.....                             | \$11.50 |
| MDCV4817 | Harvard I .....                                | \$32.95 |
| MDCV4818 | Ju 88A-4 Fin & Rudder .....                    | \$10.50 |
| MDCV4820 | Ju 88A-4 Round Fin .....                       | \$10.50 |
| MDCV4821 | Ju 88 Main Wheels .....                        | \$7.95  |
| MDCV4822 | Mosquito Control Surfaces .....                | \$15.95 |
| MDCV4823 | Seafire Mk Ib Conversion .....                 | \$11.50 |
| MDCV4824 | Seafire Mk II Conversion .....                 | \$26.95 |
| MDCV4825 | Spitfire C Wing .....                          | \$16.95 |
| MDCV4826 | Seafire Mk III Conversion.....                 | \$26.95 |

## PARAGON DESIGNS

### etched brass & resin conversions & accessories

|        |                                        |         |
|--------|----------------------------------------|---------|
| P48004 | RAF Tornado Wing & Fuselage Py .....   | \$11.00 |
| P48006 | F-111 F Afterburners .....             | \$12.00 |
| P48007 | Tornado Flaps & Slats (Italeri) .....  | \$26.25 |
| P48008 | Tornado Afterburners .....             | \$8.00  |
| P48009 | 2x Tornado MB Mk 10 Seats.....         | \$9.50  |
| P48010 | Tornado BOZ 107 & Skyshadow Pods ..... | \$11.00 |

|        |                                                                               |         |
|--------|-------------------------------------------------------------------------------|---------|
| P48011 | Tornado Bulged Wheels .....                                                   | \$6.75  |
| P48012 | F-111 A/D/E/F/G/EF-111 Flaps/Slats.....                                       | \$40.25 |
| P48014 | B-17F/G Prop Gov/Wing Intakes .....                                           | \$8.75  |
| P48015 | Ju 88 FuG 240 Berlin Nose&Rudder Ext(Drgn).....                               | \$10.00 |
| P48016 | Ju 88 FuG 350 Covered Morgenstern/Rudder.....                                 | \$10.00 |
| P48017 | Ju 88G-10 Fuselage/Rudder Extn.....                                           | \$15.50 |
| P48018 | Ju 88 Mistel S3C Conversion .....                                             | \$28.25 |
| P48019 | P-51D/K Flaps (Hasegawa) .....                                                | \$8.75  |
| P48020 | Tornado Front Fin Correction (Italeri).....                                   | \$6.00  |
| P48021 | Tornado F3 Wing Pylon, AIM-9 Rails,<br>Chaff Dispensers .....                 | \$10.00 |
| P48022 | 6 x 0.50" Brownings (Fixed Type) .....                                        | \$6.75  |
| P48023 | 6 x 0.50" Brownings (Flexible) .....                                          | \$6.75  |
| P48024 | F4-1 Conv P-38E Airframe (Hasegawa) .....                                     | \$8.25  |
| P48025 | F4-A Conv P-38E/F Airframe (Hasegawa) .....                                   | \$6.75  |
| P48026 | F5-A/B Conv P-38G/H/J (Hasegawa).....                                         | \$6.75  |
| P48027 | F5-C/E Conv P-38J/L (Hasegawa).....                                           | \$7.00  |
| P48028 | F5-G Conv P-38L (Hasegawa).....                                               | \$9.00  |
| P48029 | P-38 Droopsnoot Conversion .....                                              | \$9.50  |
| P48030 | P-38 BTO Pathfinder Conv .....                                                | \$9.50  |
| P48031 | P-38M Nightfighter Conv .....                                                 | \$10.00 |
| P48032 | P-38 Flaps - inc EB pts .....                                                 | \$14.00 |
| P48033 | P-38 Open Gun Bay (Hasegawa).....                                             | \$11.50 |
| P48034 | 2 x Jaguar MB Mk9 Ejection Seats .....                                        | \$9.50  |
| P48035 | Jaguar Aftburnrs,Chaff Disp,Cannon Bulges.....                                | \$9.00  |
| P48036 | Jaguar Flaps & Slats .....                                                    | \$11.00 |
| P48037 | Jaguar Bulged Wheels .....                                                    | \$6.75  |
| P48038 | Jaguar Vinten Recce Pod .....                                                 | \$9.00  |
| P48039 | Mosquito 0.303" & 20mm Open Gun Bays<br>(Airfix) .....                        | \$18.00 |
| P48040 | Mosquito Flaps (Airfix) .....                                                 | \$8.75  |
| P48041 | Mosquito Molins Conv 'Tse-Tse' (Airfix) .....                                 | \$6.75  |
| P48042 | Mosquito Two-Stage Merlins (Ai1 .....                                         | \$16.00 |
| P48043 | Mosquito Universal Radome.....                                                | \$8.00  |
| P48044 | "Mosquito Ash" Thimble Radome.....                                            | \$6.00  |
| P48045 | Bf 110C-G Open Nose Gun Bay .....                                             | \$11.00 |
| P48048 | PB-1W Conversion (B-17G) .....                                                | \$28.25 |
| P48049 | YB-40 Gunship Conversion (B-17F) .....                                        | \$30.25 |
| P48050 | B-17 BTO 'Mickey' Radome .....                                                | \$6.75  |
| P48051 | B-17E Conversion .....                                                        | \$28.25 |
| P48052 | B-17 Crew Access Door .....                                                   | \$7.00  |
| P48053 | S-3 Viking Bulged Wheels.....                                                 | \$6.75  |
| P48054 | 2 x Buccaneer Mk 6 Seats .....                                                | \$9.50  |
| P48056 | 270L Fw 190 Overwing Fuel Tanks x 2 .....                                     | \$9.50  |
| P48059 | SB-29 Conversion .....                                                        | \$36.25 |
| P48061 | B-29 Hamilton Standard Props x 4 .....                                        | \$18.00 |
| P48064 | Do 335B-4 Extnd 'Heinkel' Wing Tip Conv.....                                  | \$28.25 |
| P48065 | Do 335-B6 Night Fighter Conver.....                                           | \$28.25 |
| P48069 | Mosquito Narrow Blade Props/Spinners .....                                    | \$8.00  |
| P48071 | Mosquito NF XV Conv (Airfix) .....                                            | \$34.25 |
| P48072 | Sea Mosquito TR.33 .....                                                      | \$16.00 |
| P48073 | Mosquito P.R. Canopy .....                                                    | \$4.50  |
| P48074 | Mosquito Bulged Bomb Bay .....                                                | \$7.50  |
| P48075 | Mosquito Bulged Camera Bay .....                                              | \$8.00  |
| P48077 | Mosquito 50 gal Tanks .....                                                   | \$4.50  |
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## IsraDecal

This month sees the reissue of IsraDecal's very popular first decal sheet, along with three new ones.

### IAF-1 Israeli AF Fighter Squadron Insignia at all times

This sheet was the first one produced by IsraDecal, and it set the scene for the quality and accuracy that we all now expect from them. This reissued version includes the F-15 and F-4 squadron badges, as well as all types of kill markings carried by IAF machines.

The sheet itself is both 1/72nd and 1/48th scale and contains no less than 337 images. The sheet has been printed by Cartograf and the colour density and register are perfect.

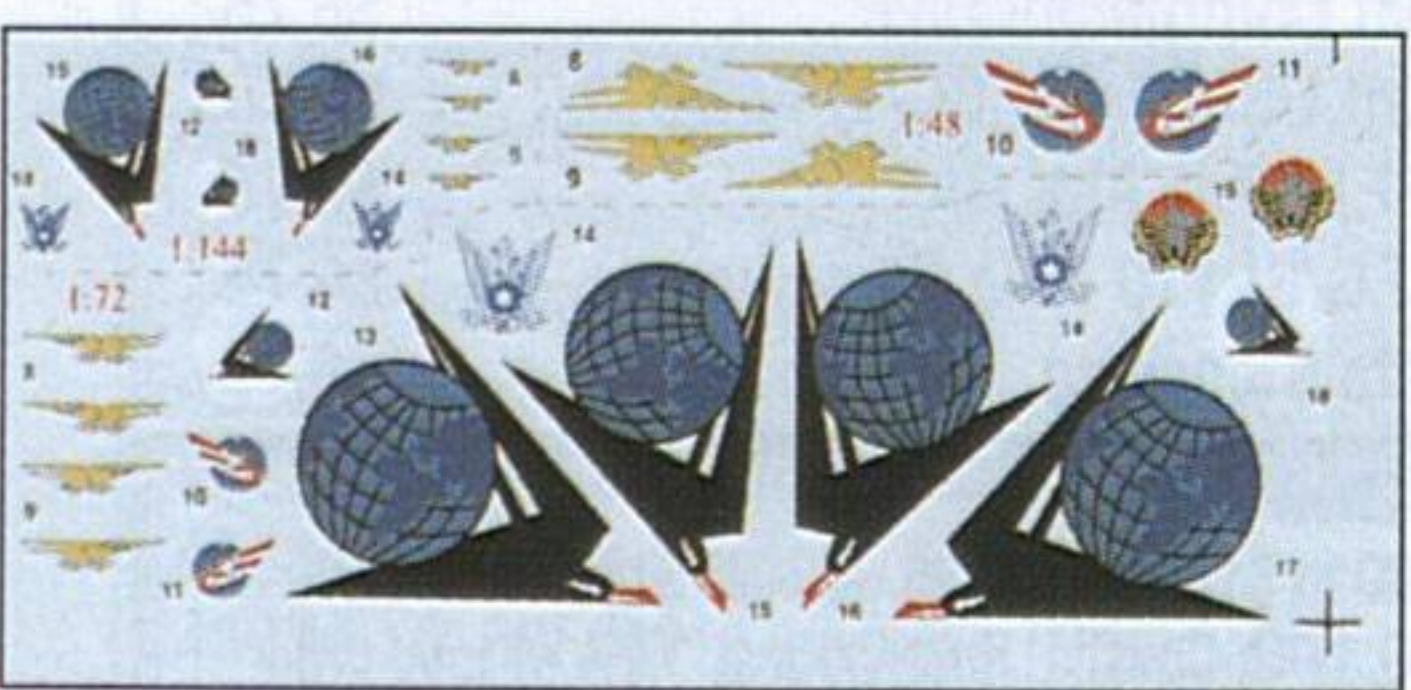


The revised and updated version of IAF-1

### IAF-6. IAF Transport Squadron Badges.

This sheet offers the squadron badges for the C-130, Boeing 707, Cessna 207, Beech King Air 2000, Beach Queen Air, IAI See Scan, C-47 Dakota, Nord Noratlas, Dornier Do27, Dornier Do28, Socata Trinidad and C-97 Stratocruiser.

Once again the sheet offers both 1/72nd and 1/48th scale versions and the instruction booklet includes clear and informative photographs of each subject to aid application. The decals themselves are, this time, printed by Microscale, but are once again in perfect register with excellent colour density.



Both sheets from IAF-6

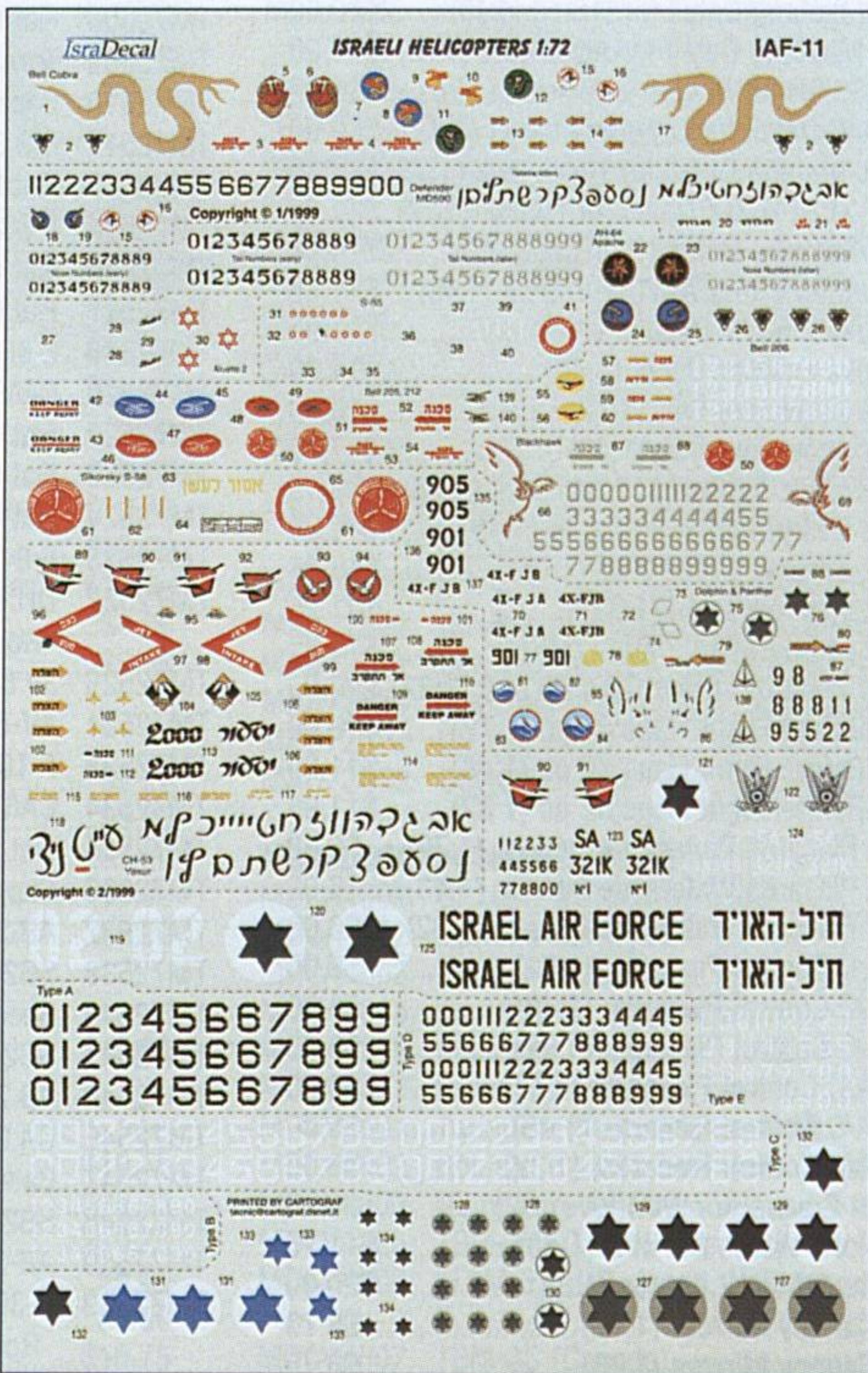
### IAF-10. IAF Helicopter Yellows Vs

This sheet offers a selection of the tactical Vs applied to current IAF helicopters and, once



IAF Helicopter Vs on IASF-10

again, offers both 1/72nd and 1/48th scale versions. The types covered on this sheet include the Bell 206, CH-53, H-60 Blackhawk, Bell 212, AH-64 Apache, MD-500 Defender and AH-1S/G Cobra. The Vs themselves look an odd colour, but IsraDecal points out that once applied over the correct shade of brown, they will be correct.

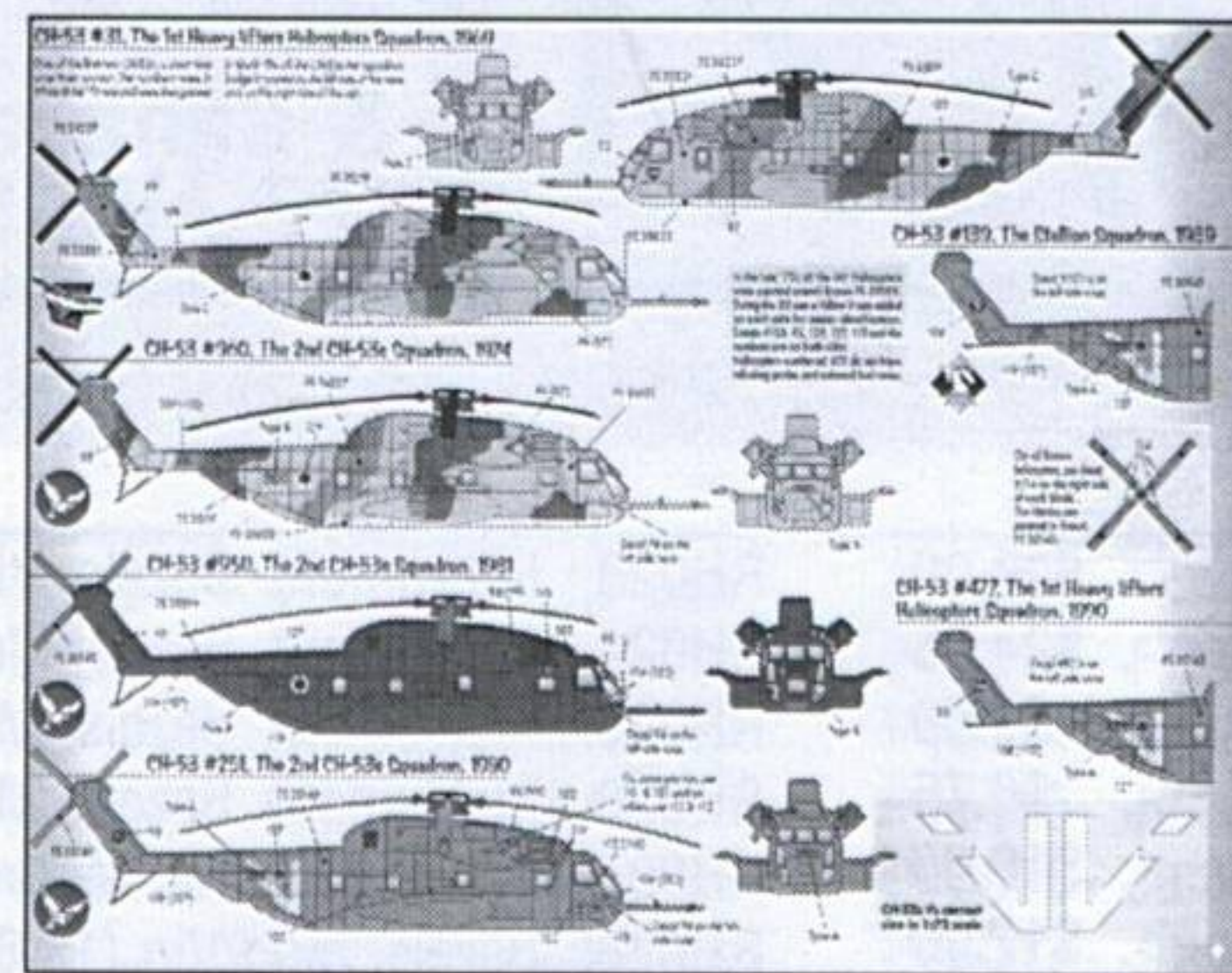


The decal sheet from IAF-11

### IAF-11. Israeli Air Force Helicopters

This sheet, which is only in 1/72nd scale, offers markings for all types (except the Hiller) of helicopter that have been operated by the IAF.

1. AH-64 Apache, 814, The Hornet Squadron, 1998.
2. AH-64 Apache, 9294, The 2nd Apache Squadron, 1998.
3. AH-1G Cobra, 130, The 1st Cobra Squadron, 1975.
4. AH-1G Cobra, 330, The 1st Cobra Squadron, 1980.
5. AH-1S Cobra, 332, The Southern Cobra Squadron, 1981.
6. AH-1S Cobra, 369, The Northern Cobra



Some of the options on IAF-11

- Squadron, 1996.
7. AH-1S Cobra, 395, The Southern Cobra Squadron, 1990.
8. AH-1S, 514, The Southern Cobra Squadron, 1998.
9. AH-1S Cobra, 667, Flying School, 1998.
10. MD-500 Defender, 207, The Defender Squadron, 1980.
11. MD-500 Defender, 217, The Defender Squadron, 1988.
12. MD-500 Defender, 209, Flying School, 1997.
13. MD-500, 223, The Defender Squadron, 1998.
14. Alouette II, First Helicopter Squadron, 1960.
15. Bell 47G, 08, The Southern Helicopter Squadron, 1965.
16. Sikorsky S-55, 02 & 03, The First Helicopter Squadron, 1956.
17. Sikorsky S-58, 28, The First Helicopter Squadron, 1967.
18. Sikorsky S-58, 15, The First Helicopter Squadron, 1960.
19. Bell 205, 87, The First Helicopter Squadron, 1969.
20. Bell 205, 02, The Southern Helicopter Squadron, 1969.
21. CH-53, 31, The 1st Heavy Lifters Helicopter Squadron, 1969.
22. CH-53, 960, The 2nd CH-53s Squadron, 1974.
23. CH-53, 950, The 2nd CH-53s Squadron, 1981.
24. CH-53, 251, The 2nd CH-53s Squadron, 1990.
25. CH-53, 139, The Stallion Squadron, 1989.
26. CH-53, 477, The 1st Heavy Lifters Helicopter Squadron, 1990.
27. CH-53 2000, 0401, The 2nd CH-53s Squadron, 1998.
28. CH-53 2000, 046, The 1st Heavy Lifters Helicopter Squadron, 1998.
29. Bell 212, 034, The First Helicopter Squadron, 1978.
30. Bell 212, 025, The First Helicopter Squadron, 1981.
31. Bell 212, 071, The First Helicopter Squadron, 1998.
32. Bell 212, 040, The Southern Helicopters Squadron, 1999.
33. Bell 206 (OH-58A), 128, The Light Helicopter Squadron, 1978.
34. Bell 206, 009, the Light Helicopter Squadron, 1981.
35. Bell 206, 131, The Light Helicopter Squadron, 1998.
36. Bell 206L Long Ranger, 207, The Light Helicopter Squadron, 1998.

37. Super Frelon, 02, The 1st Heavy Lifters Helicopter Squadron, 1967.
38. Super Frelon, 018, The 1st Heavy Lifters Helicopter Squadron, 1976.
39. Super Frelon, 010, The 1st Heavy Lifters Helicopter Squadron, 1979.
40. Super Frelon, 021, The 1st Heavy Lifters Helicopter Squadron, 1990.
41. SA 565MA Panther, 885, The Naval Squadron, 1997
42. SA 365N Dauphin 2, 901 & 905, The Naval Squadron, 1986.
43. SA 365N Dauphin 2, 901 & 905, The Naval Squadron, 1996.
44. UH-60, 609, The 1st Helicopter Squadron, 1998.

As you can tell by the huge number of subjects covered, the decal sheet is a mass of images and markings. Not all of the options listed above can be completed, as the decal sheet includes only a limited number of IAF insignia and numbers, but I am sure that at least half of those mentioned can actually be built!

Once again the decals are superbly printed and the 16 page instruction booklet with this sheet includes a mass of illustrations and photographs, many of the latter never before having been published, so it is a wealth of information for IAF fans.

To date we have no confirmed UK price for any of these sheets, but they can be highly recommended to all.

Our thanks to IsraDecal for the review samples

#### Information

#### Worldwide Enquiries:

IsraDecal. Tel/Fax: +972-9-7404368  
Email: weiss@shani.net

## Americal/Gryphon

This manufacturer has been producing high quality decals for WWI subjects since 1982 and one of their most recent sheets has been sent directly to us for review.

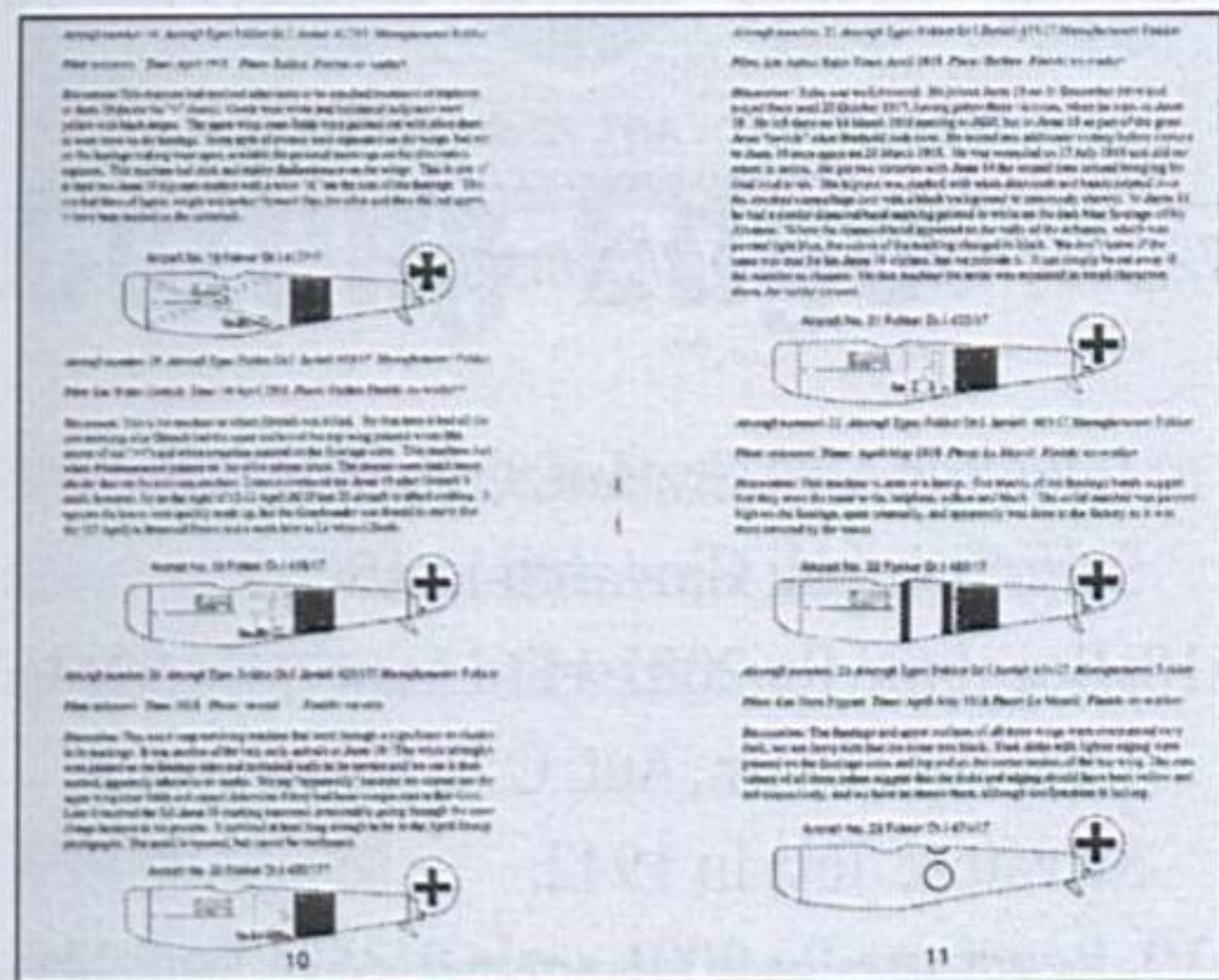
### 1/72nd Scale

149 - Jagdgeschwader II, Jagdstaffel 19.

1. Albatros D.II, 1729/1, flown by Lt Christian Scheller based at Bühl in early 1917.
2. Albatros D.II, 1784/16, flown by Lt Walter Dingel based at Bühl in early 1917.
3. Albatros D.II, flown by Lt Wilhelm Leusch in 1917.
4. Albatros D.III, 1997/16, flown by Lt Reinhold Oertelt at Bühl in the Spring of 1917.
5. Albatros D.III, flown by Lt Franz Dotzel.
6. Albatros D.III, flown by Lt Franz Dotzel (alternative for option 5).
7. Albatros D.V, 2000/17, flown by an unknown pilot based at St. Loup in the early Summer of 1917.
8. Albatros D.V, 2022/17, flown by Lt Hans Henkel at St. Loup in 1917.
9. Albatros D.V, 2027/17, flown by Vzfw Heinz Ruppert at St. Loup on the 10th October 1917.



- 10. Albatros D.V, 2031/17, flown by an unknown pilot at St. Loup in 1917.
- 11. Albatros D.V, 2092/17, flown by Lt Walter Böning at St. Loup in August 1917.
- 12. Albatros D.V, 2094/17, flown by Lt Gerlt(?) at St. Loup in 1917.
- 13. Albatros D.V, 2104/17, flown by Uffz Albert Tybelsky at St. Loup in 1917.
- 14. Albatros D.V, 2111/17, flown by Vzfw Martin Mallmann at St. Loup in 1917.
- 15. Albatros D.V, 2282/17, flown by Lt Ernest Hess at St. Loup in 1917.
- 16. Albatros D.V, flown by an unknown pilot at Cuirieux in February-March 1918.
- 17. Fokker Dr.I, 167/17 flown by an unknown pilot at Cuirieux in early 1918.
- 18. Fokker Dr.I, 202/17 flown by Lt Walter Götsch at Cuirieux in February 1918.



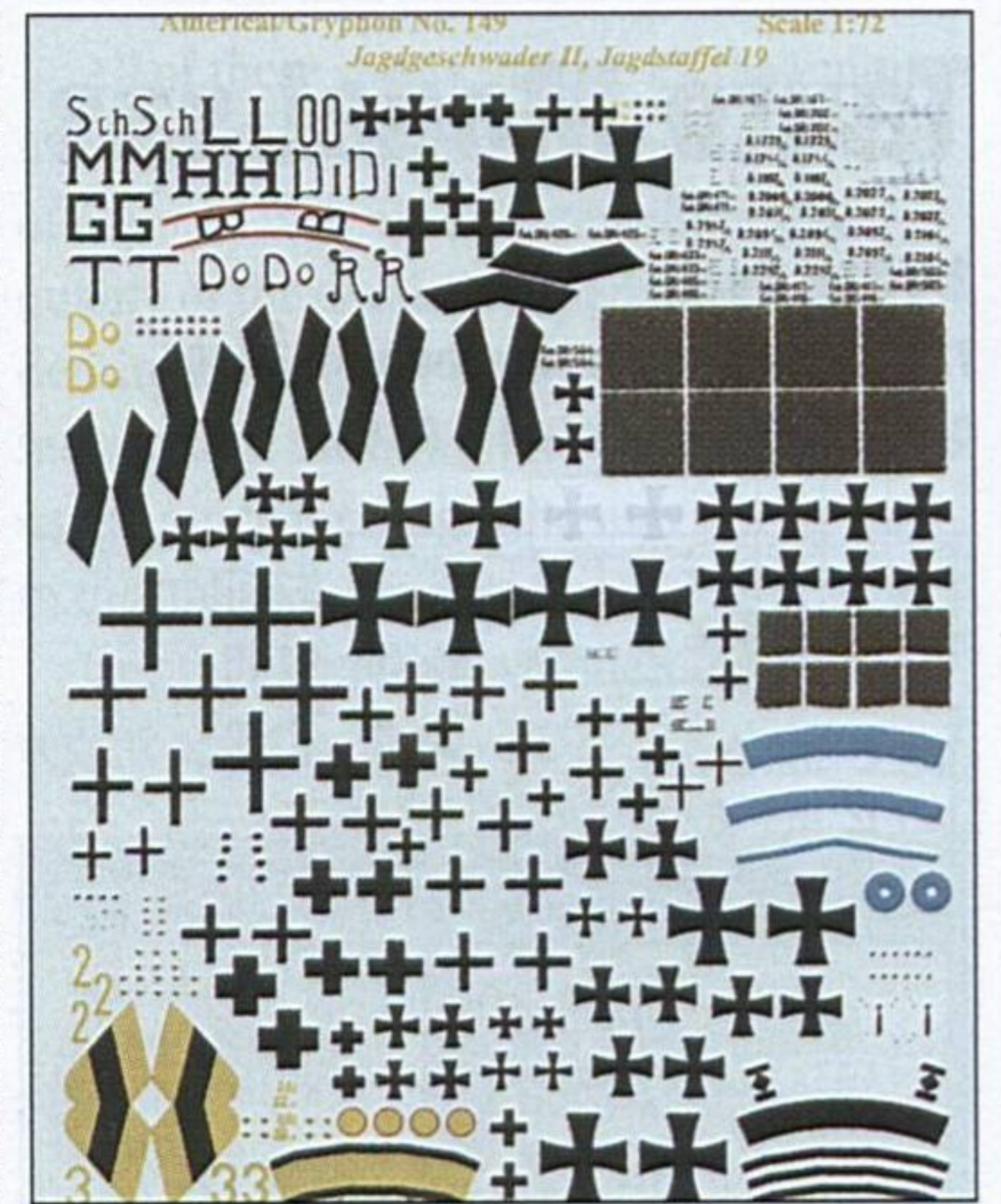
A sample of the information offered in the instruction booklet

- 19. Fokker Dr.I, 147/17 flown by an unknown pilot at Balâtre in April 1918.
- 20. Fokker Dr.I, 419/17 flown by Lt Walter Götsch at Balâtre on the 10th April 1918.
- 21. Fokker Dr.I, 420/17(?) flown by an unknown pilot in 1918.
- 22. Fokker Dr.I, 433/17 flown by Lt Arthur Rahn at Balâtre in April 1918.
- 23. Fokker Dr.I, 465/17 flown by an unknown pilot at Les Mesnil in April-May 1918.
- 24. Fokker Dr.I, 471/17 flown by Lt Hans Pippart at Les Mesnil in April-May 1918.
- 25. Fokker Dr.I, 503/17 flown by Lt Hans Körner at Les Mesnil in May 1918.
- 26. Fokker Dr.I, 504/17 flown by Lt Rudolf Rienau at Les Mesnil in May 1918.
- 27. Fokker Dr.I, flown by Lt Rudolf Rienau at Les Mesnil in June 1918.
- 28. Fokker Dr.I, flown by an unknown pilot at Balâtre in April 1918.
- 29. Fokker Dr.I, flown by an unknown pilot at Balâtre in April 1918.
- 30. Fokker Dr.I, flown by an unknown pilot at Balâtre in April 1918.
- 31. Fokker Dr.I, flown by an unknown pilot at Balâtre in April 1918.
- 32. Fokker Dr.I, flown by an unknown pilot at Balâtre in April 1918.
- 33. Fokker Dr.I, flown by an unknown pilot at Balâtre in April 1918.
- 34. Fokker Dr.I, flown by an unknown pilot at

- 35. Fokker Dr.I, flown by an unknown pilot in May 1918(?).
- 36. SSW D.III, 8345/17, flown by an unknown pilot at Balâtre in early April 1918.
- 37. SSW D.III, 8346/17, flown by Lt Walter Götsch at Balâtre in April 1918.
- 38. Fokker D.VII, flown by Lt Ernst Riedel at Chery-les-Pouilly(?) in the Summer of 1918.
- 39. Fokker D.VII, flown by Lt Ulrich Neckel in the Summer of 1918.
- 40. Fokker D.VII, flown by Lt Hans Pippart in the Summer of 1918.
- 41. Fokker D.VII, flown by Lt Oliver von Beaulieu-Marconnay in late 1918.
- 42. Fokker D.VII, 258/18, flown by an unknown pilot.

The large decal sheet offers all the markings for each option and these include very effective hand-painted markings and patchy black panels. The instruction booklet includes details of each colour scheme for each option, as well as some discussions about these machines. A small errata sheet also includes notes on one of the options for which the manufacturer has revised the overall colour scheme notes.

Overall the quality of these decals is excellent and the inclusion of all the unique



The main decal sheet (there are also three smaller sheets included)

and national markings for each option makes this a sheet that many WWI fans will want to have. The sheet reviewed here retails for \$12.50 plus shipping from the manufacturer.

Our thanks to Americal/Gryphon for the review sample.

#### Information

##### Worldwide Enquiries:

Americal/Gryphon Decals, 4373 Varsity Lane, Houston, Texas 7704, USA.

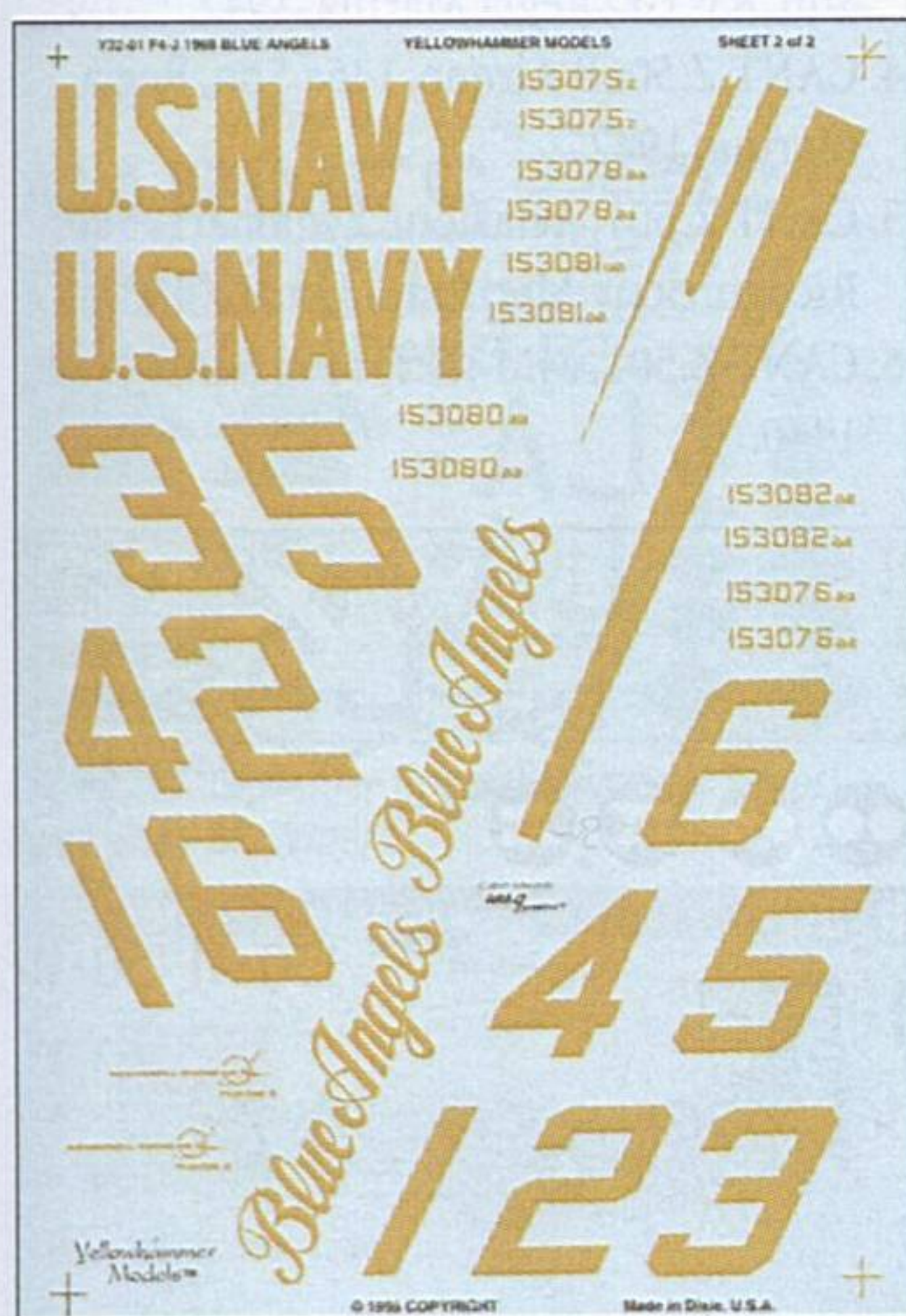
## Yellowhammer Models

### 1/32nd Scale

#### Y32-01 F-4J Phantom II Blue Angels

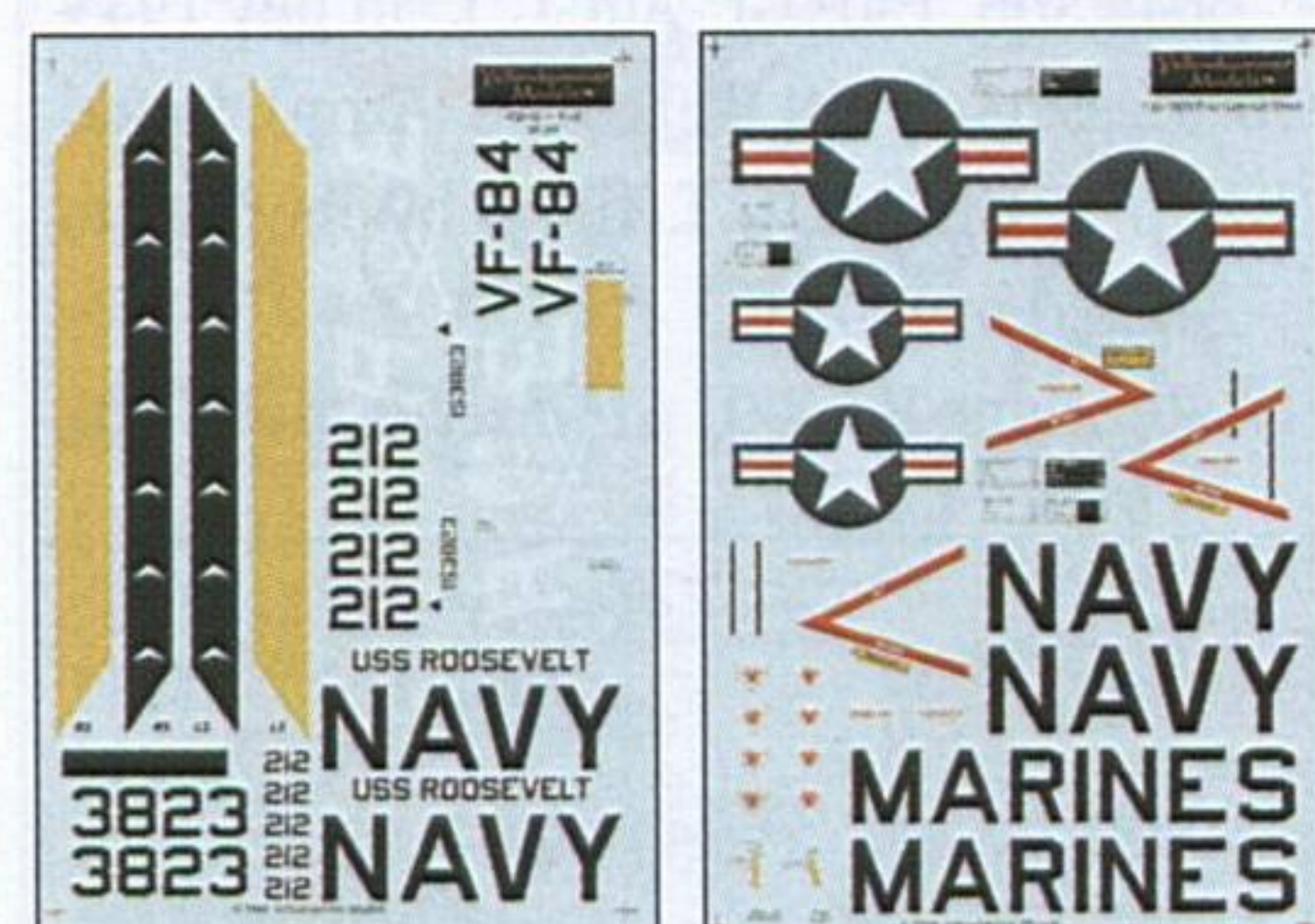
This sheet offers all the markings required to make up two complete F-4Js, as operated by the Blue Angels team in 1969. The two decal sheets in this set include all the stripes and team markings as well as serials and pilot names for all of the team at that time.

The comprehensive instructions also include clear diagrams of all the cockpit

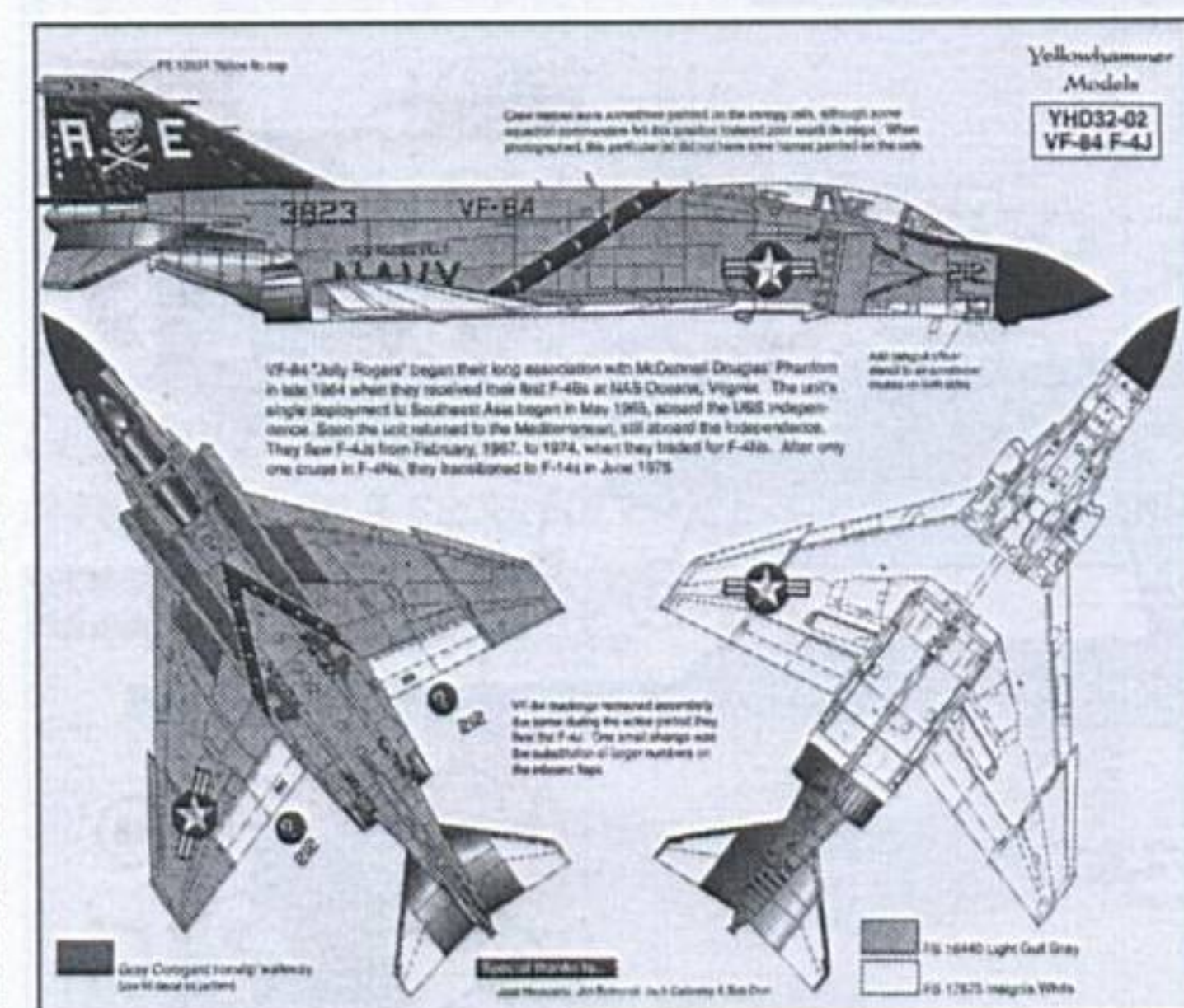


The two sheets in Y32-01

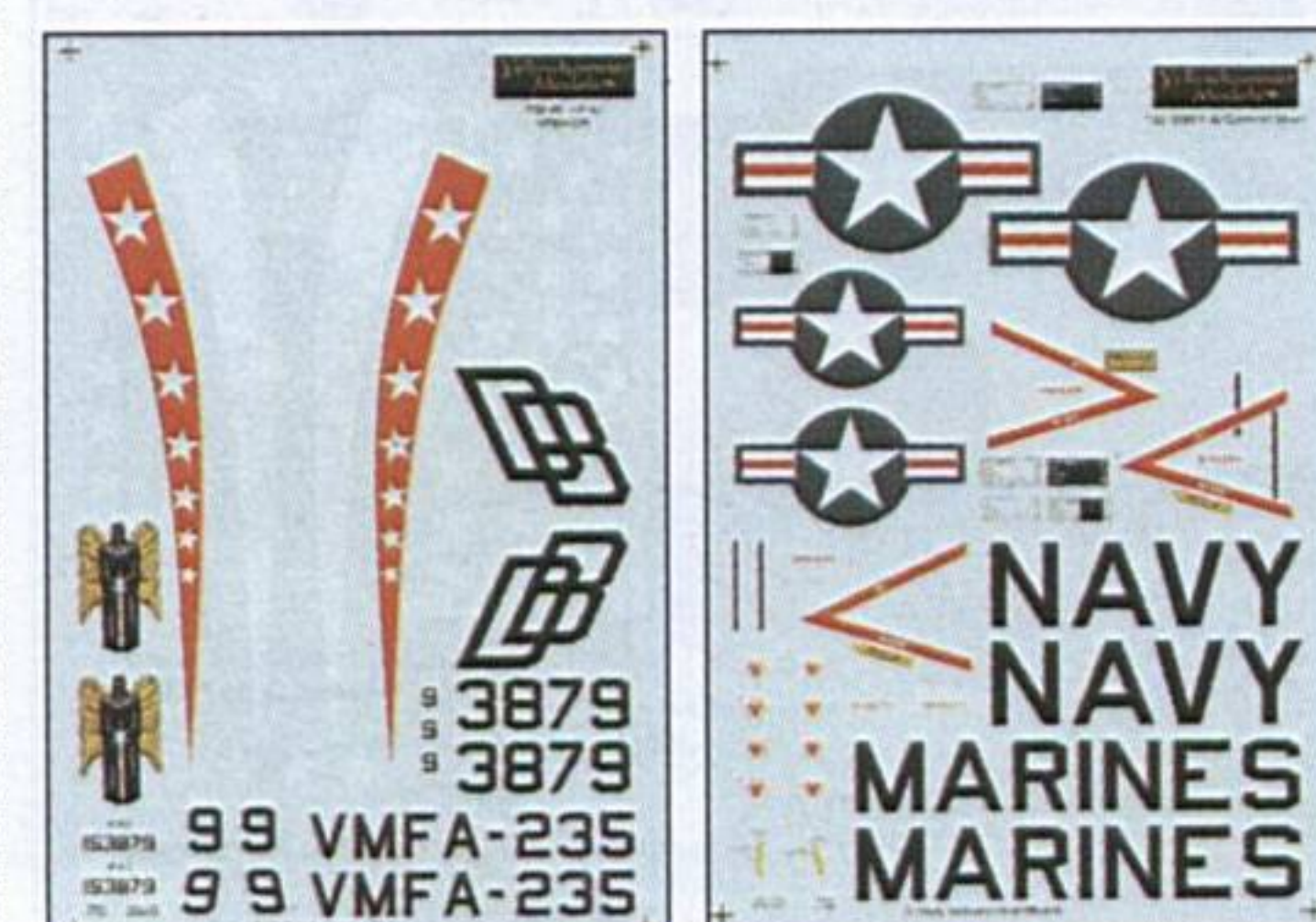
modifications (including seat harness) that was carried out on the Blue Angels machines.



The two decal sheets in YHD32-02



The single scheme offered on YHD32-02



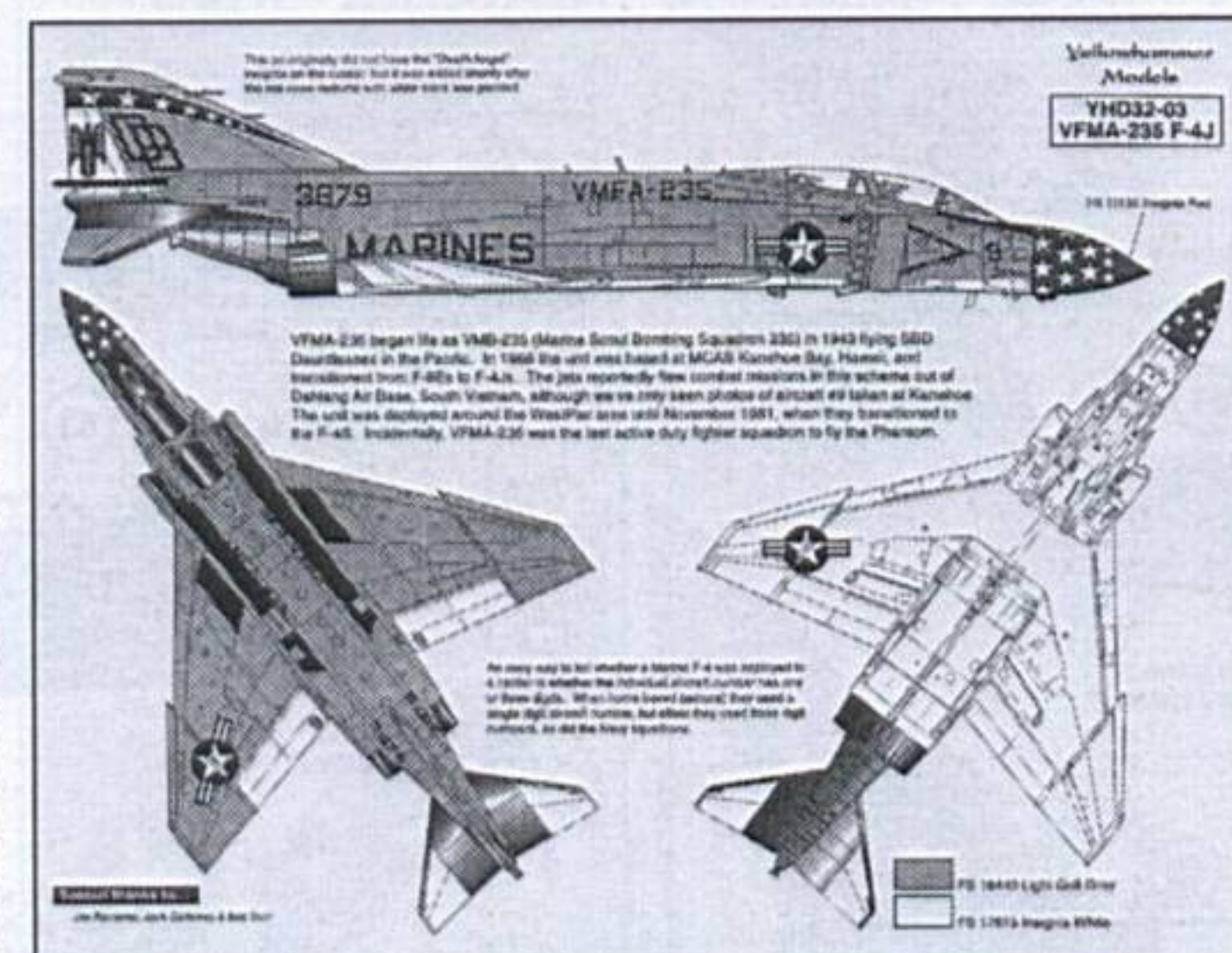
The two decal sheets in YHD32-03

#### YHD32-02 F-4J VF-84 'Jolly Rogers'

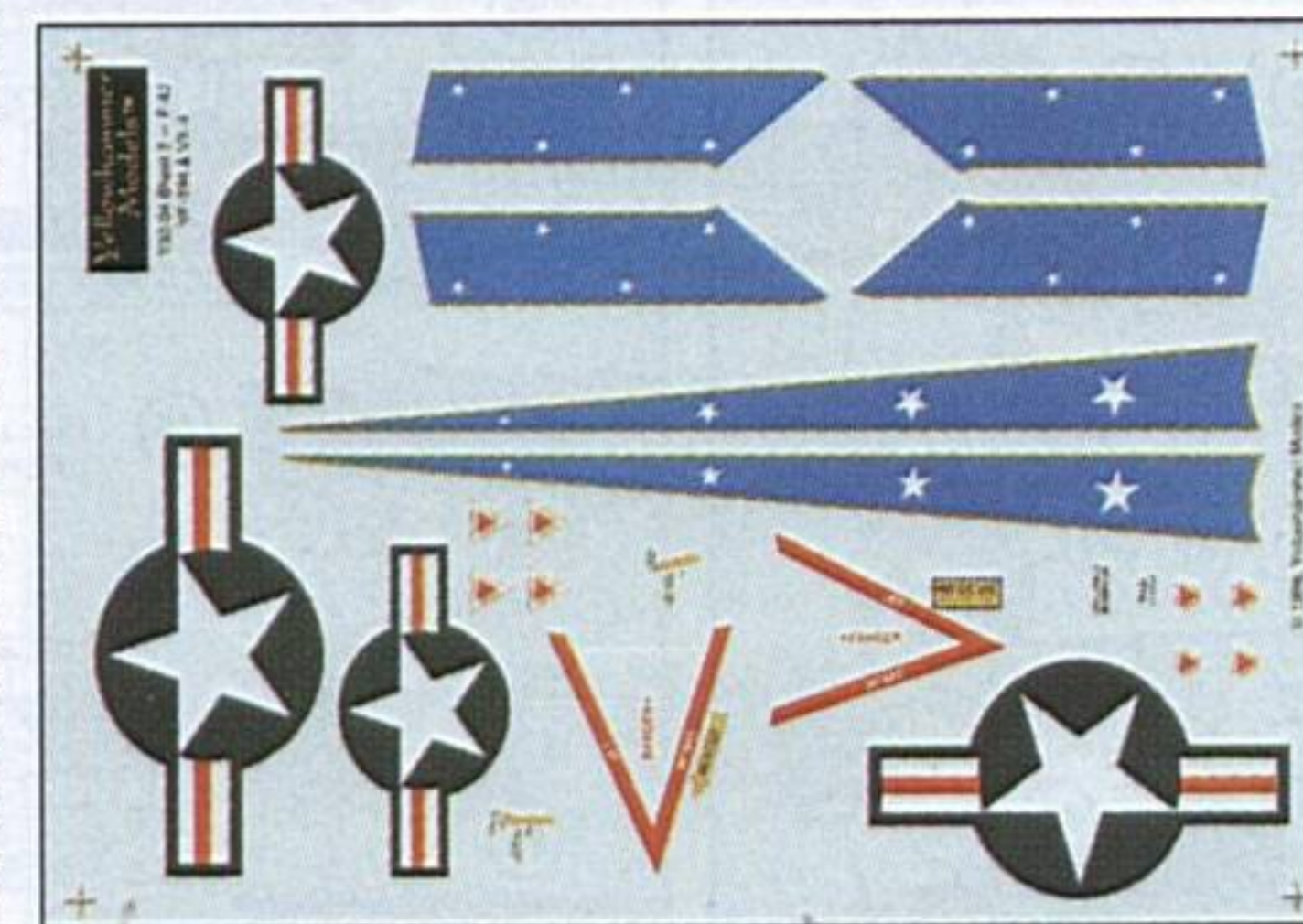
This two-sheet set has enough markings to make up one F-4J of VF-84 in a Light Grey and White scheme of the 1967 to 1974 period in which this squadron operated the Phantom.

#### YHD32-03 F-4J VFMA-235 'Death Angels'

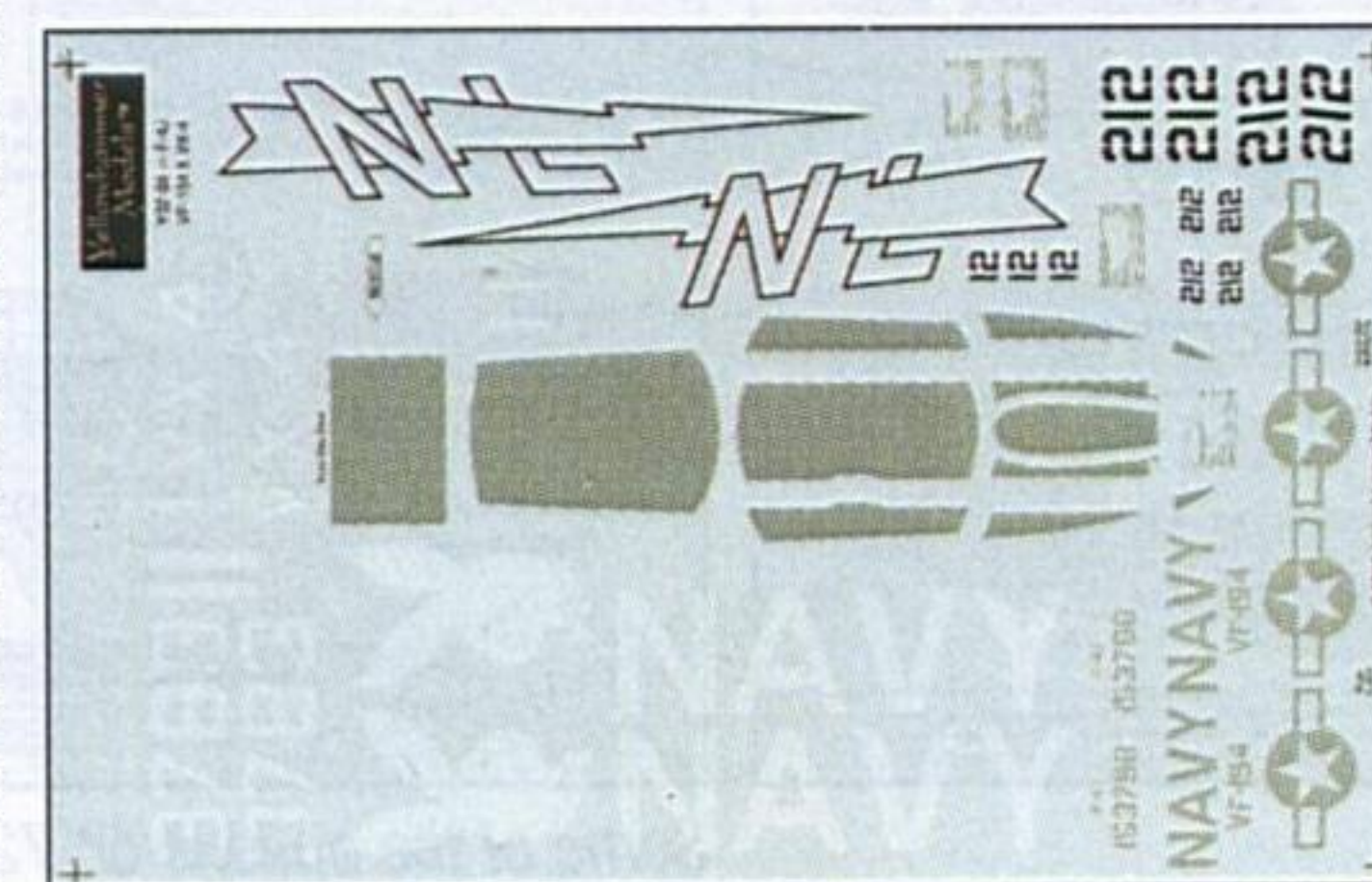
Once again this is a two-sheet set that allows you to make up one machine. This time it is an aircraft of VFMA-235 during its long



The single scheme offered on YHD32-03



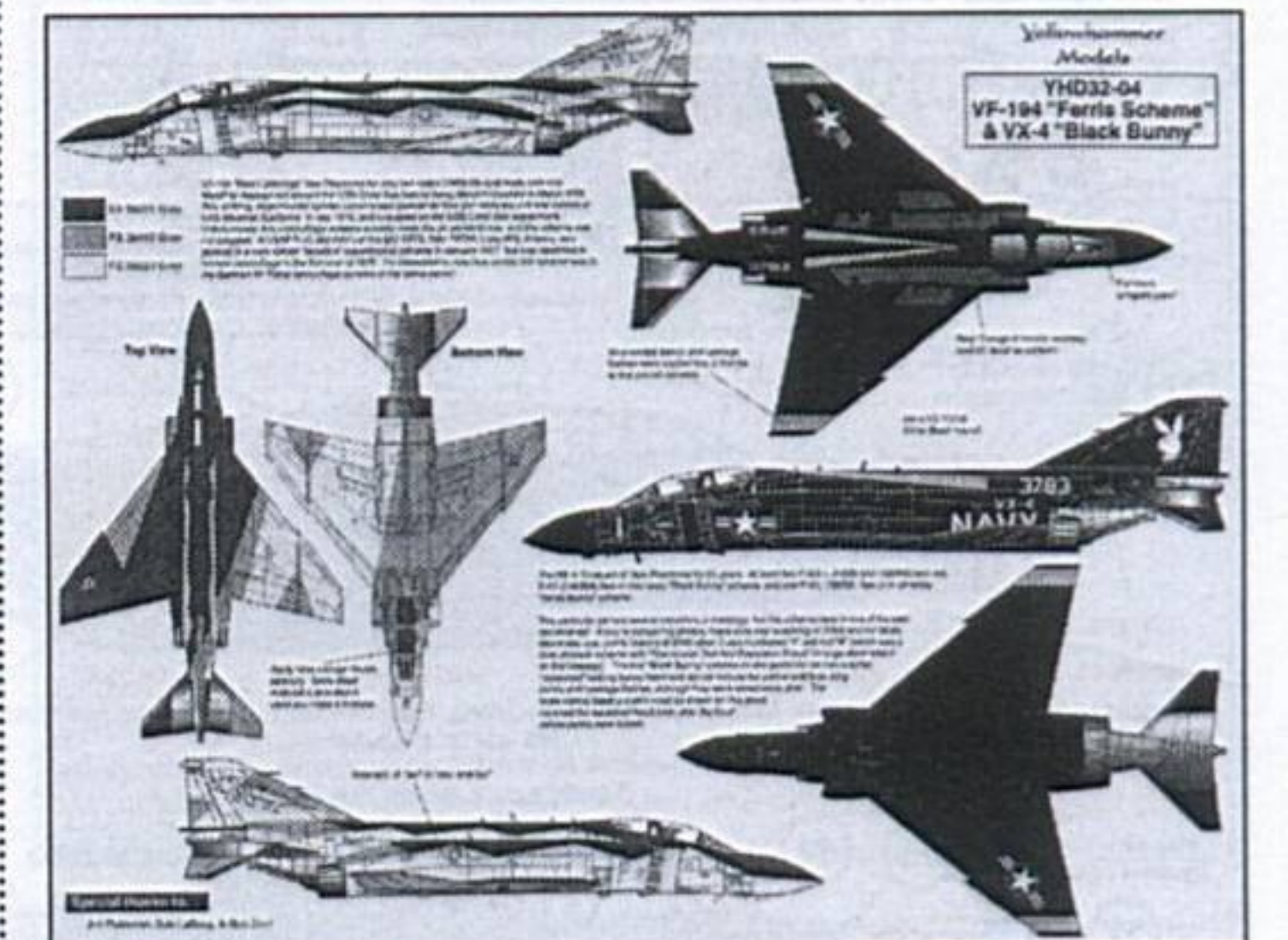
The two decal sheets in YHD32-04



association with the F-4J Phantom from 1968 to 1981. The unit was also the last duty fighter squadron to fly the Phantom.

#### YHD32-04 F-4J VX-4 & VF-194

This is once again a set comprising two decal sheets and it allows you to make an F-4J of VF-194 in the 'Ferris Scheme' and a 'Black Bunny' of VX-4. The Ferris Scheme is three-tone grey (FS 36231, 36440 and 36622), while the Black Bunny is, of course, black!



The two schemes available on YHD32-04

The decal sheets themselves are excellent, with perfect register and colour density and the instructions, although in mono, are informative and precise. I am sure all F-4 fans will want to add these sheets to their collection; the only problem you will have is justifying five 1/32nd scale kits to use them on! Each of the sheets reviewed here retails for \$11.99 and the UK source for the range is Hannants.

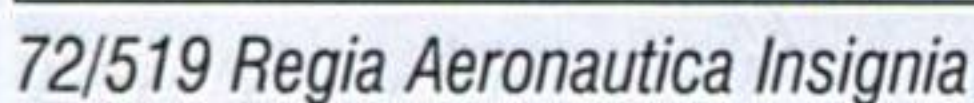
Our thanks to Meteor Productions for the review samples.

#### Information

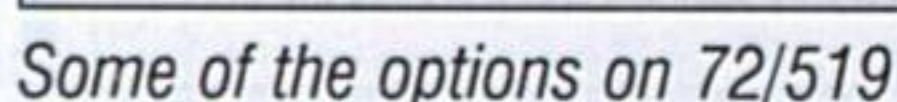
##### Worldwide Enquiries:

Yellowhammer Models, c/o Meteor Productions, P.O. Box 3956, Merrifield, VA 22116-3956, USA.  
Tel: 703 971 0500 Fax: 703 971 8111





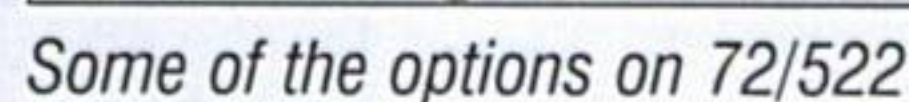
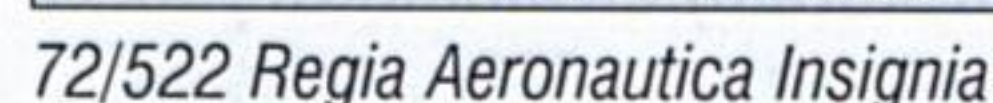
- 1. Caproni Ca.311, MM.11???, 125a Sqn, 15° Gr., 22° St. O.A., Bolzano, 1940.
- 2. Caproni Ca.311, MM.11???, 128a Sqn, 61° Gr., 22° St., Russia, 1941.
- 3. Caproni Ca.311, MM.11???, 32a Sqn, 15° Gr., O.A., 1941.
- 4. Caproni Ca.313 RPB2, MM.12???, 20a Sqn, 46° Gr., 15° St., 1941.
- 5. Caproni Ca.314, MM.12???, 118a Sqn, 69° Gr., 20° St., 1943.
- 6. Caproni Ca.314, MM.12???, 57a Sqn, 32° Gr., 10° St., 1942-3.
- 7. CANT Z.1007Bis Alcione, MM???, 172a Sqn, Ricognizione Strategica Terrestre C.A.I., 1940.
- 8. CANT Z.1007Bis Alcione, MM???, 210a



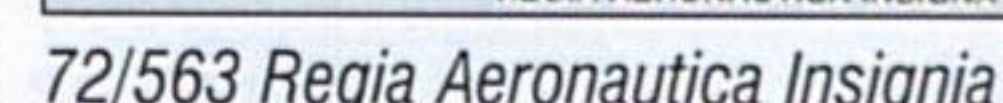
- Sqn, 50° Gr., 16° St., B.T., 1940-1.
- 9. CANT Z.1007Bis Alcione, MM???, 211a Sqn, 50° Gr., 16° St., B.T., 1940-1.
- 10. CANT Z.1007Bis Alcione, MM???, 210a Sqn, 50° Gr., 16° St., B.T., 1941.
- 11. CANT Z.1007Bis Alcione, MM???, 230a Sqn, 95° Gr., 35° St., B.T., 1941.
- 12. CANT Z.1007Bis Alcione, MM???, 262a Sqn, 107° Gr., 47° St., B.T., 1943.
- 13. Breda Ba.65K14, MM75???, 101a Sqn, 12° Gr., 50° St Assaulto, 1940.
- 14. Breda Ba.65K14, MM75086, 102a Sqn, 19° Gr., 5° St Assaulto, 1937.
- 15. Breda Ba.65K14, MM75???, 159a Sqn, 12° Gr., 50° St Assaulto, 1940.

**72/522 Regia Aeronautica Insignia (Bf 109, Re.2000, 20001, 2002, 2005 & Ba.88)**

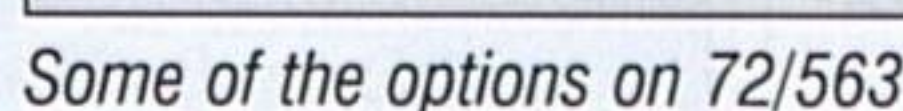
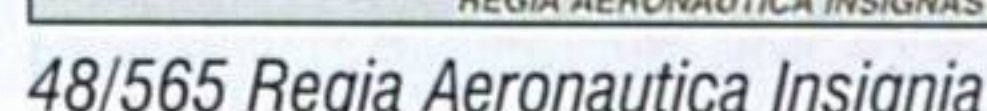
- 1. Reggiane Re.2000, S/No. MM????, operated at R.N. Vittorio Veneto.
- 2. Reggiane Re.2000 IIIa serie of 377a Sqn, Aut, Int, IIa sezione in 1941.
- 3. Reggiane Re.2000, MM 8281 of R.N. Miraglia.
- 4. Breda Ba.88 of 100a Sqn, 19° Gr., 5° ST based at Lonate Pozzolo in 1940.
- 5. Messerschmitt Bf 109G-6 (Trop) of 153a Sqn, 3° Gr., Aut. C.T. flown by Serg. Magg. Carlo Cavagliano in Comiso in June 1943.
- 6. Messerschmitt Bf 109G-6/R6 (Trop) of 365a Sqn, 150° Gr., Aut., C.T., flown by Ten. Giosué Carillo in June 1943.
- 7. Messerschmitt Bf 109G-6 (Trop), 70a Sqn, 23° Gr., 3° ST. C.T. in August 1943.
- 8. Messerschmitt Bf 109G-6 (Trop), 154a Sqn, 3° Gr., Aut. C.T., flown by Ten. Giuseppe Ruzzin in July 1943.
- 9. Messerschmitt Bf 109F-4, 363a Sqn, 150° Gr., Aut., flown by Ten. Antonio Camaioni in 1943.
- 10. Messerschmitt Bf 109G-2/R6, 364a Sqn, 150° Gr., Aut., in 1943.
- 11. Messerschmitt Bf 109G-4 (Trop), of the Centro Sperimentale di Guidonia in 1943.
- 12. Messerschmitt Bf 109G-4/R6 (Trop), 365a Sqn, 150°



- Gr., Aut. C.T., in 1943.
- 13. Messerschmitt Bf 109G-4/R6, 364a Sqn, 150° Gr., Aut. C.T., in 1943.
- 14. Messerschmitt Bf 109G-6, 365a Sqn, 150° Gr., Aut. C.T., in 1943.
- 15. Messerschmitt Bf 109G-6/R6 (Trop), 364a Sqn, 150° Gr., Aut. C.T., in July 1943.
- 16. Messerschmitt Bf 109G-6 (Trop), 154a Sqn, 3° Gr., Aut. C.T., flown by Ten. Egisto Andaló in 1943.
- 17. Reggiane Re.2001 111a serie, MM 7216,



- 150a Sqn, 28° Gr., Aut. C.T., flown by  
Serg. Gringoli Giovanni in 1942.
  - 18. Reggiane Re.2001 111a serie, MM 7214,  
152a Sqn, 2° Gr., Aut. C.T., flown by Cap.  
Salvatore Teja in 1942.
  - 19. Reggiane Re.2001 serie 0, 362a Sqn, 22°  
Gr., Aut. C.T., in 1942.
  - 20. Reggiane Re.2002, 239a Sqn, 102°  
Tuffatori in 1943.
  - 21. Reggiane Re.2002, 208a Sqn, 101°  
Tuffatori in 1943.
  - 22. Reggiane Re.2002 1a serie, 238a Sqn,  
101° Tuffatori in 1943.
  - 23. Reggiane Re.2005, MM 93251, 362a  
Sqn, 22° Gr., Aut. C.T., in 1943.
- 72/563 Regia Aeronautica Insignia (Z.501-506,  
Ro.43, Mc.205**
- 1. CANT Z.501, MM 35864, 197a Sqn, 85°  
Gr., 1943.
  - 2. CANT Z.506B Airone, 287a Sqn, Regia  
Marina, 1942.
  - 3. CANT Z.506B Airone, MM 45469, 186a  
Sqn, 83° Gr., Regia Marina, 1942.
  - 4. CANT Z.506B Airone, 146a Sqn, Regia  
Marina, 1942.
  - 5. CANT Z.501, Aviazione Legionaria Sqn,  
Ricognizione Marittima Lonata, 1937.
  - 6. CANT Z.501, MM ?????, 146a Sqn, 85° Gr.,  
1940.









# Wooden Wonder

eduard  
PLASTIC KITS

by David Batt

## The Yak-3

1/48th  
SCALE

In recent months the kit manufacturing world seems to have gone mad on 1/48th scale Yaks with offerings ranging in price and quality from the Accurate Miniatures group of Yak-1s to the ICM family of Yak-9s. Eduard's addition to the assortment is an increasing mini-series of Yak-3s which provides the modeller with a choice between a basic injection moulded offering and a fully fledged mixed-media kit with only a fractional price difference.

Although it has a very low series number the -3 was the ultimate evolution of the WWII Yak fighters. The Russian obsession with fighters of enormous engine capacity wrapped in a tiny airframe presented the designers with problems but they were all sorted out with the development of the Yak-3, which made a terrific impact even though it only reached the front-line squadrons from June 1944 and has been widely described as the most manoeuvrable of the 'modern' WWII fighters, ie employing retractable undercarriage, cannon armament, etc. Like many aircraft the Yak-3 saw several minor changes during its career and the Eduard kit provides the modeller with the definitive three-gun aircraft.



For a well presented though (of necessity) brief history of the Yak-3 and its place in Soviet aviation history I cannot recommend highly enough the Midland Publishing title "Soviet Combat Aircraft of the Second World War". It doesn't have the same level of intense coverage as a monograph but it is sufficient for the modeller with a more catholic taste and is a lot more inspirational where 'follow-on' projects are concerned, while those determined to produce the highest standard of model will find the A-J Press monograph, available via Pol Models, a very economic one-stop source.

### The Kit

Eduard's kit is presented in a very professional manner with high quality full-colour artwork including photos of a built-up model. The box contains two sprues moulded in a medium-grey polystyrene plus a single transparent sprue, and in this 'Profi-Pack' kit we also see a single etched brass fret with its associated photo-film and a pair of cast resin main wheels. One touch which may also be included in the

'basic' kit is a sheet carrying a pre-cut canopy mask, a neat and high quality addition to a very inexpensive kit.

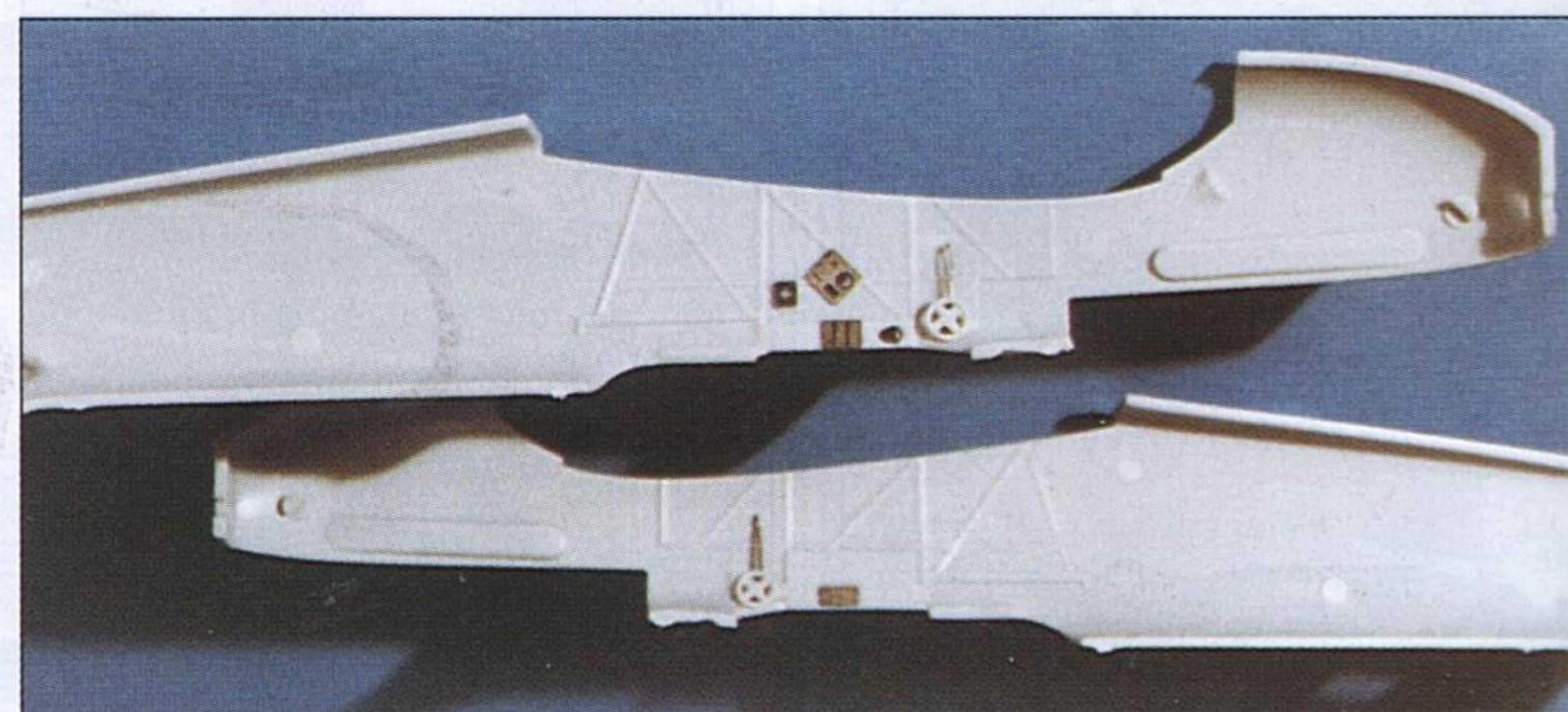
In detail the part count is as follows: 53 injection moulded (including five redundant parts) and six transparencies, two cast resin and 55 etched brass.

Four decal options are given on a sheet produced by Aeromaster, three being in the basic two-tone grey over light blue camouflage: yellow 15 of the 1st Guards Fighter Division flown by Semion Rogow, white 1 of the 303rd Guards Fighter

Division flown by General Georgi N Zacharov and white 4 of the Normandie-Niemen fighter group flown by Robert Marchi. The more colourful exception is red 12 of the 150 Guards Fighter Regiment flown by S W Nosow, which was finished in light grey over light blue with a red nose and cowling. All of the aircraft feature flamboyant fuselage markings of one type or another with distinctive zig-zag arrow markings, patriotic emblems and slogans.

The instructions are excellent with ten stages clearly displayed on both sides of an eight-page A5 fold-out sheet, which include most of the detail colours being picked out and (a real bonus here) some of the assembled parts being shown as accurate side views. These help a lot in the proper alignment of many finer parts and they should be carefully studied - it's the voice of experience speaking here! A separate sheet provides the colour and markings plans, while a very neat additional touch is a full-colour A5 size flyer showing details of one of the recently built reproduction Yak-3's.

Surface detail consists of sharply indented panel lines around the nose and the underside of the wing with crisply outlined control surfaces. The Yak-3



First step, the replacement of many sidewall features with etched brass parts

### Technical Data

**Manufacturer:** Eduard 'Profi Pack'  
**Scale:** 1/48th **Price:** £14.95  
**Status:** New Tooling ✓  
**Panel Lines:** Engraved ✓  
**Type:** Injection Moulded Plastic, Resin & Etched Brass  
**Parts:** Plastic 53, Resin 2, Etched 55, Clear 2  
**Decal Options:** 4  
**Manufacturer:** Eduard M.A.,  
435 21 Obrnice 170, Czech Republic.  
**UK sources:** Four Plus UK & Hannants



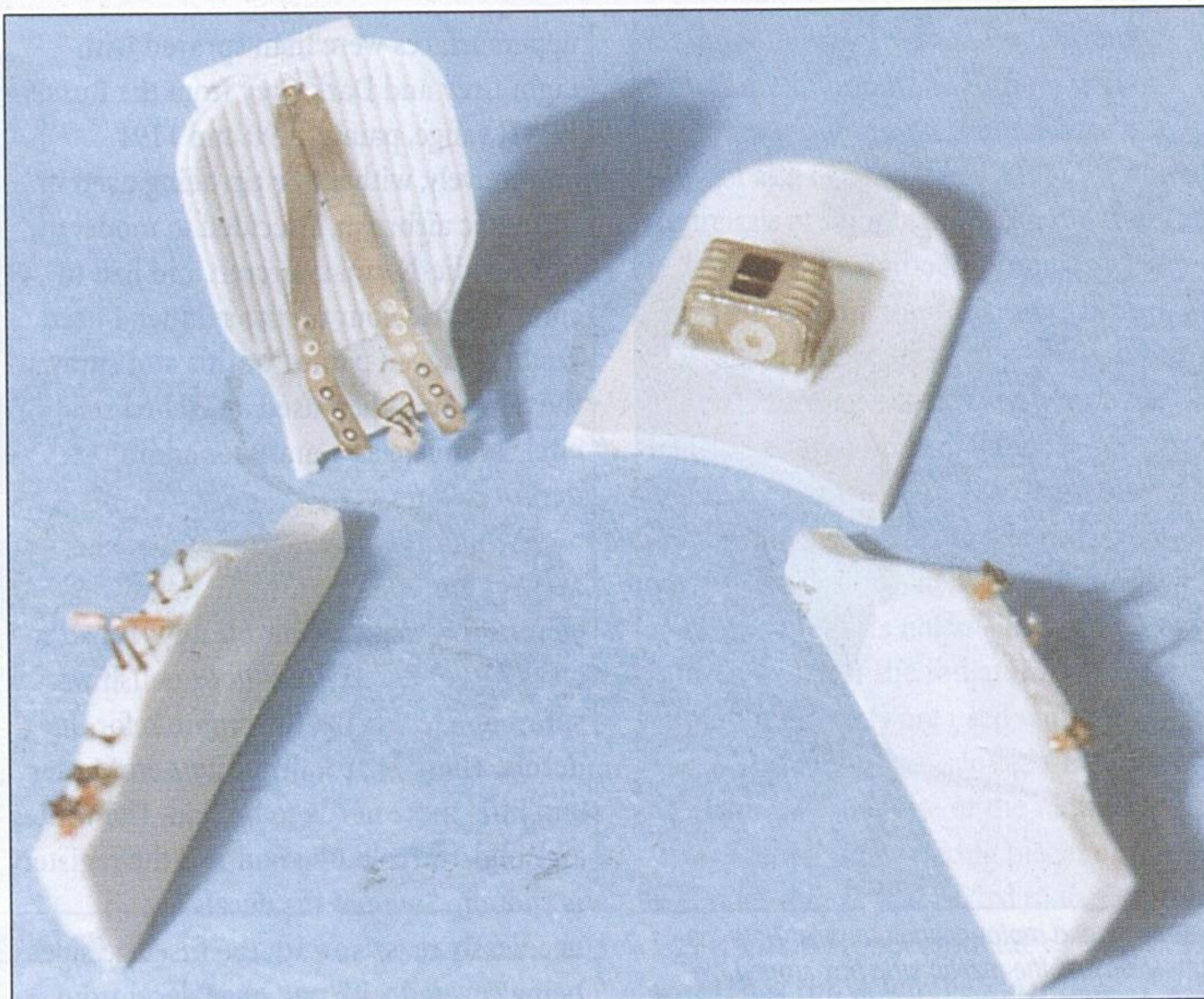
featured a moulded wood airframe and large areas of the fuselage and flying surfaces are therefore uncluttered. Fine details such as the undercarriage legs and cockpit interior components are very neatly produced, the equal of anything we see from the big oriental names. One downside is the excessively thick trailing edges to the flying surfaces. On the one hand this may be an acceptable trade-off made by the manufacturer to obtain a high standard of finish in other areas of the injection moulding process, but on the other there is evidence that Eduard can get this feature absolutely right - witness the Bell X-1 and their WWI aircraft kits. I certainly do not see any of the usual evidence of the 'limited run' process that bedevils the output of some other manufacturers.

### Getting it together

Built 'straight out of the box' the Yak-3 will present few problems even to the modeller who hasn't tried a multi-media kit before. The only real problem is the almost total lack of any locating pins and sockets so a greater level of care is demanded during construction.

Most of the etched brass parts are used up in the cockpit and the first task is to remove some of the internal detail moulded on the fuselage sides. This is a simple task using riffler files and No. 10 scalpel blades, though the individual modeller can make his own mind up as to the value of such a direct replacement of the existing moulded detail which is extremely fine.

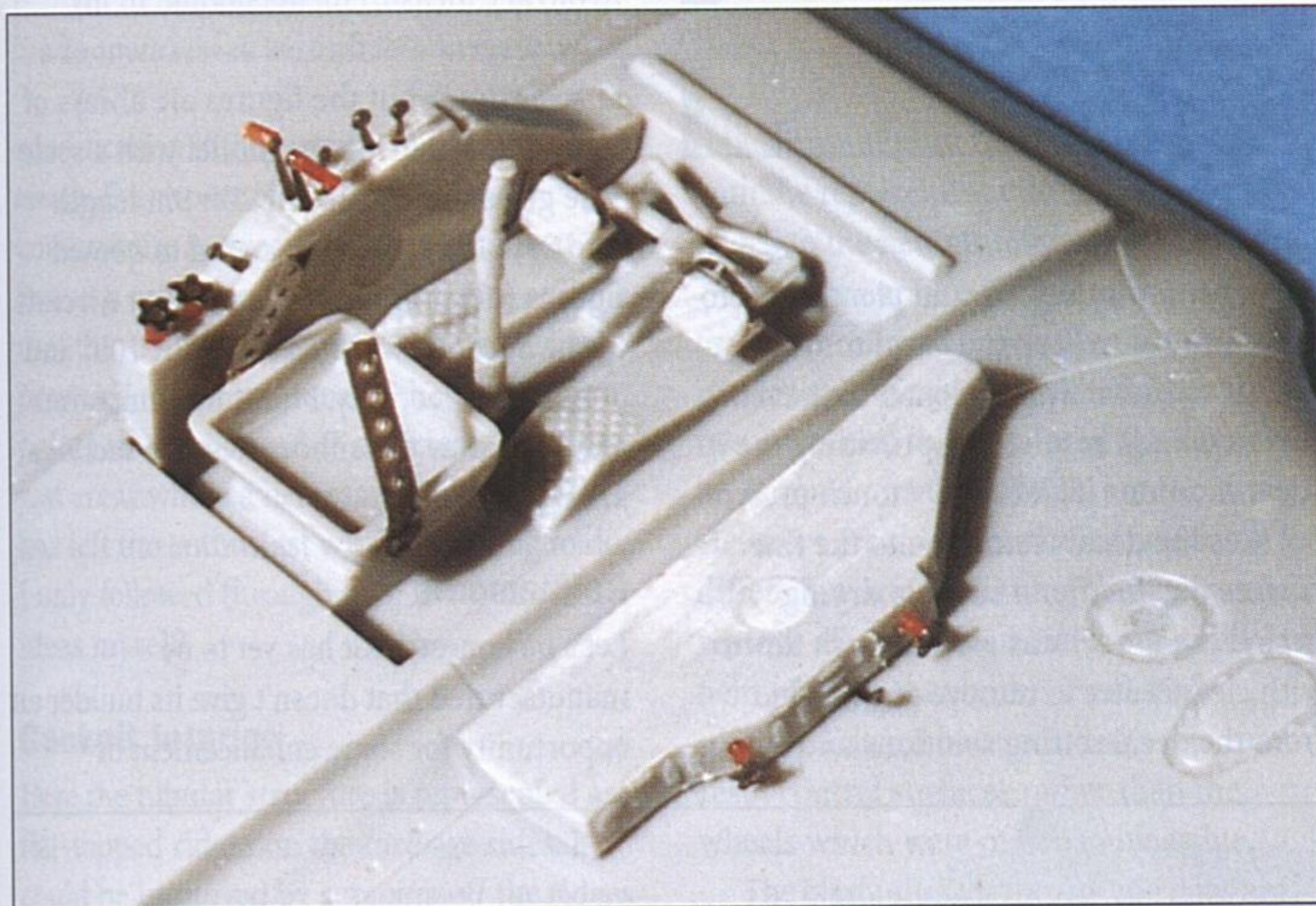
A quick tip: one of the biggest problems with these tiny etched brass parts is their habit of catapulting out of sight as they're



The kit's seat back, radio tray and side consoles with etched parts. Notice the dark red plastic rod added where necessary

force the completed sub-assembly into the fuselage especially as the cross-section tapers towards the bottom. Leaving the fuselage join forward of the cockpit unglued and putting the upper cowling to one side until after the wing is attached makes life a lot easier.

A little extra care (in comparison with a 'conventional' mainstream kit) is needed to clean up the mating surfaces of the long join before the halves are glued together, and the accurate alignment of the fuselage halves is entirely in the hands of the builder. The same comment can be applied to the wing. This is slightly unusual in that it's formed from two full-span panels for the top and the bottom with the cockpit



A trial fit of the consoles to the cockpit floor. The etched brass even reaches to the rudder pedal straps and the brake lever

cut off. I can't get used to working in a plastic bag and have found out that sticking the fret to a piece of masking tape can damage the fragile parts as the tape can be too sticky. Help has appeared in the form of the new Pritt Roller which lays down a strip of double sided adhesive tape that (in its 'Re-Positionable' guise) is no more tacky than a Post-It note. Great stuff when used in place of the masking tape.

With the interior sidewalls completed the fuselage sides are joined at an early stage of assembly and I'd strongly suggest that a slight deviation is made from the instructions at this time. The cockpit interior is attached to the centre section of the wing and it's very fragile so it's just not practical to

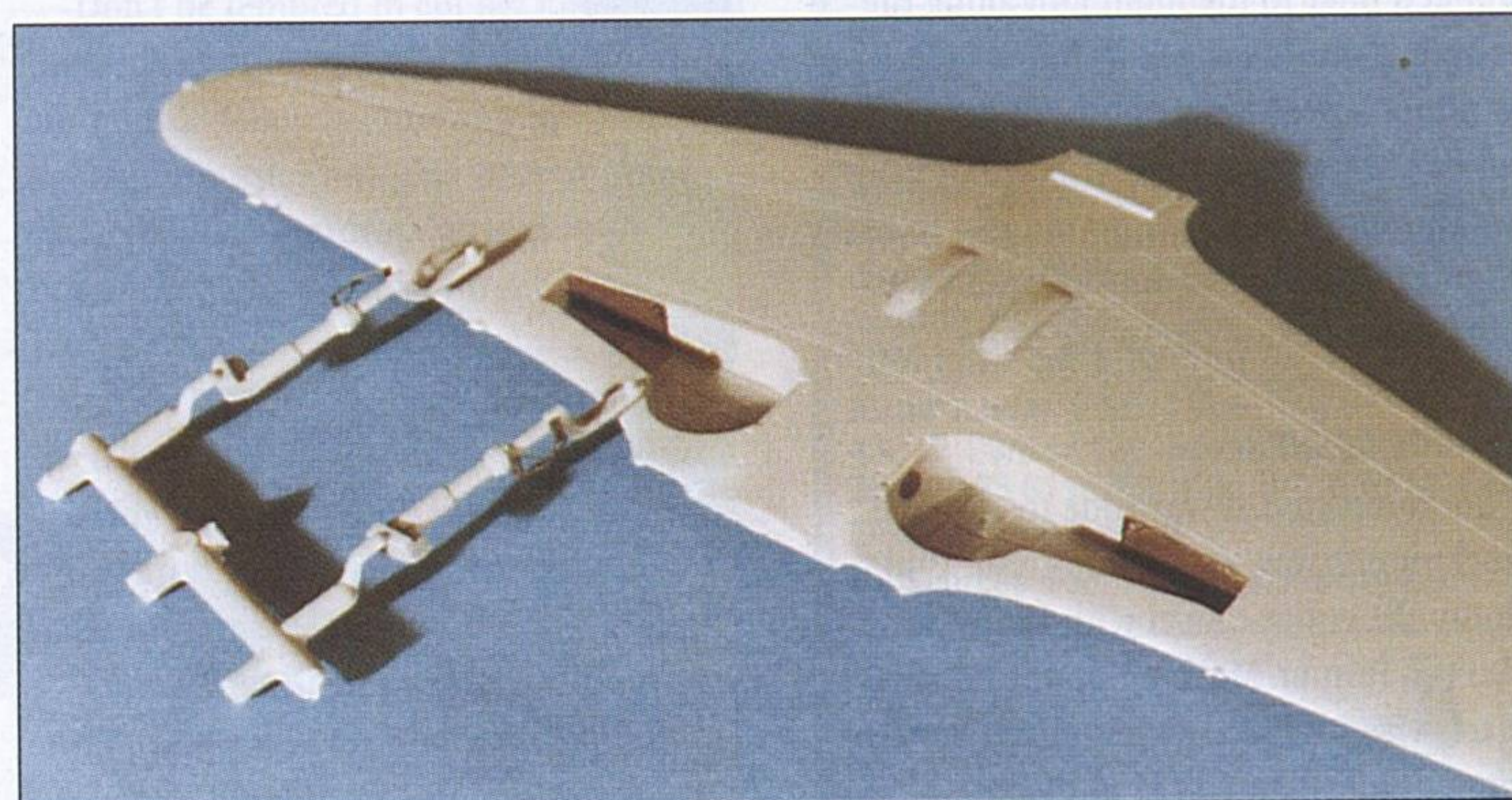
floor and the undercarriage bays moulded as part of the wing, so there are no excuses for getting the dihedral angle wrong! Both the cockpit side consoles and the seat are attached to the wing, and a fair amount of time needs to be spent fitting the consoles with a multitude of etched brass levers and rotary switches, some of which need further enhancement with fine plastic rodding. The seat back is notable for its impressive padding detail and is completed with the addition of a Sutton harness from etched brass, but I was less impressed with the etched 'slab' that is supposed to be fitted over the seat pan. I can only assume that this is supposed to represent some sort of seat cushion added to a museum

time here and enjoy the experience, for Eduard have made a very good job of it.

### Wing

Fitting the wing to the fuselage takes a little time, for the joint is extremely snug and the delicate cockpit has to be manoeuvred into place. It does help if the front of the fuselage can be sprung apart but once in place you'll be hard pressed to find a better fitting wing join in any other kit. I used Humbrol Liquid Cement for all the major joins in this kit, applied with an old-fashioned spring nib draughtsman's pen.

A quick tip: so many kits are now providing parts that join along 'panel lines' but you sometimes find that the glue itself fills the line. One cure is to run the sharp edge of a scalpel along the edge of the parts where the panel line is supposed to remain, bevelling it so the glue can't fill it so easily. Don't overdo it or the glue may melt a hole in the join line - in fact if anything it's better to under-do the scraping!



Brass parts replace the torque links and add detail to the wheel wells

exhibit, for to my mind it's totally inappropriate for a service machine where the seat pan was supposed to receive the pilot's parachute pack. In short, I recommend leaving this oddity (part PE7) out of the model.

The instrument panel is replaced in the Profi-Pack kit with an etched brass item which features a photo film for the instruments themselves. Due to the way in which the cockpit is assembled this is both exposed and fragile, so with hindsight I'd suggest using the original injection moulded panel as a backing piece.

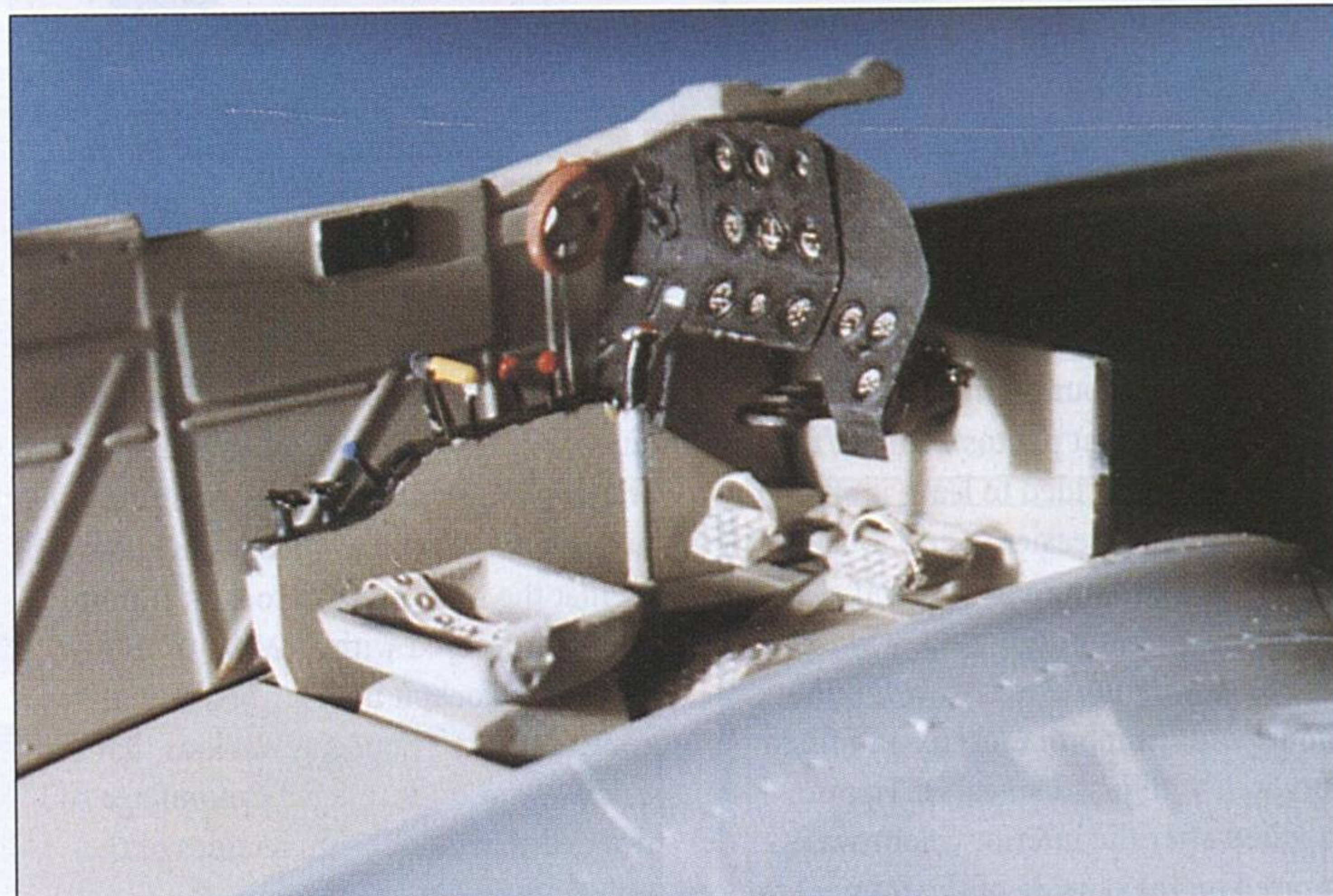
There are 30 parts in the cockpit alone (excluding those parts already fitted to the sidewalls) so be prepared to spend a little

With the wing in place the front of the fuselage could be glued up and the upper cowling fitted.

### The Tail

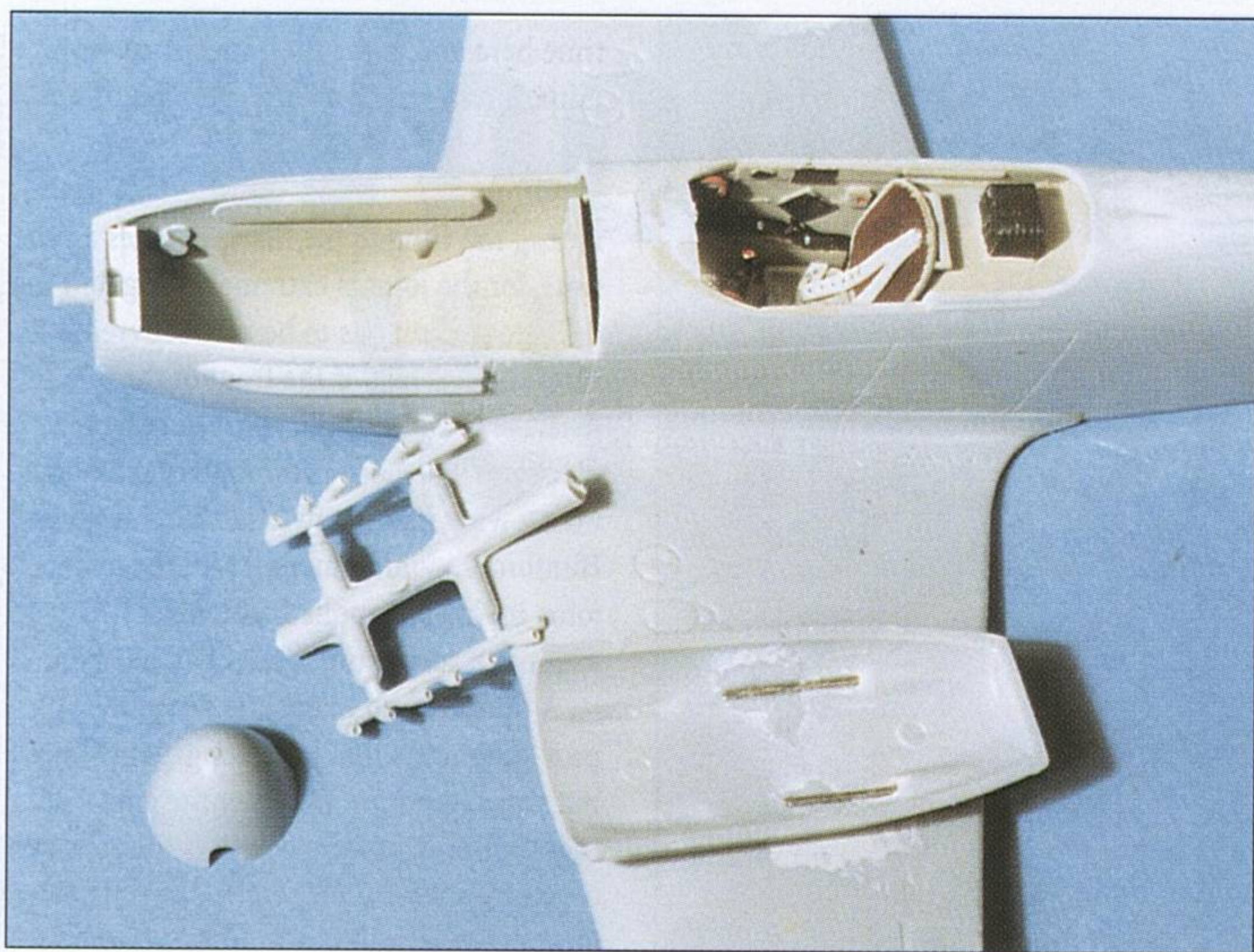
The tailplane was next to be fitted and I needed to ease the locating tabs and slots a little bit to get a neat join. Finally the radiator housing was fitted in place with its etched radiator faces, and I found that the faces stood a little proud and prevented the housing from fitting neatly. Trying to trim down the very fragile radiator parts could have damaged them, so instead I decided to cut a groove into the bottom of the fuselage with an engraving tool.

This completed the major construction



The cockpit interior almost completed





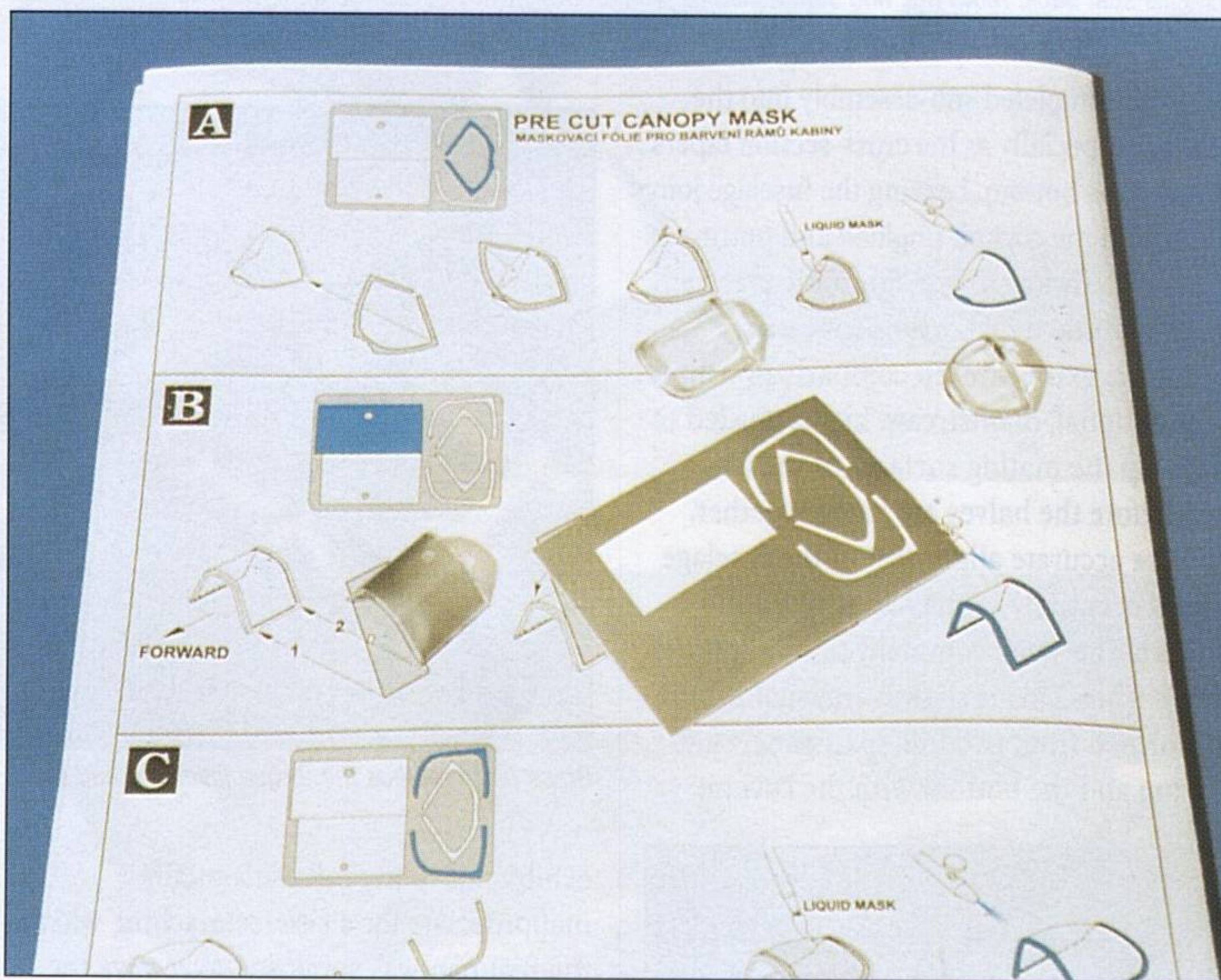
The cowling gun troughs have been drilled out, also the exhausts and motor cannon muzzle. Note the addition of steel tubes to represent the cowling guns themselves and the plastic strip box around the propeller spindle to hold it in place so the prop will turn!

so it was time to clean up all the joins. I applied filler to the main join along the length of the fuselage but found after sanding down that it had been redundant, while the tailplane joint was a little gappy so Tippex was flowed into the join to make it good. The wing-to-fuselage joint was perfect as it came out of the box.

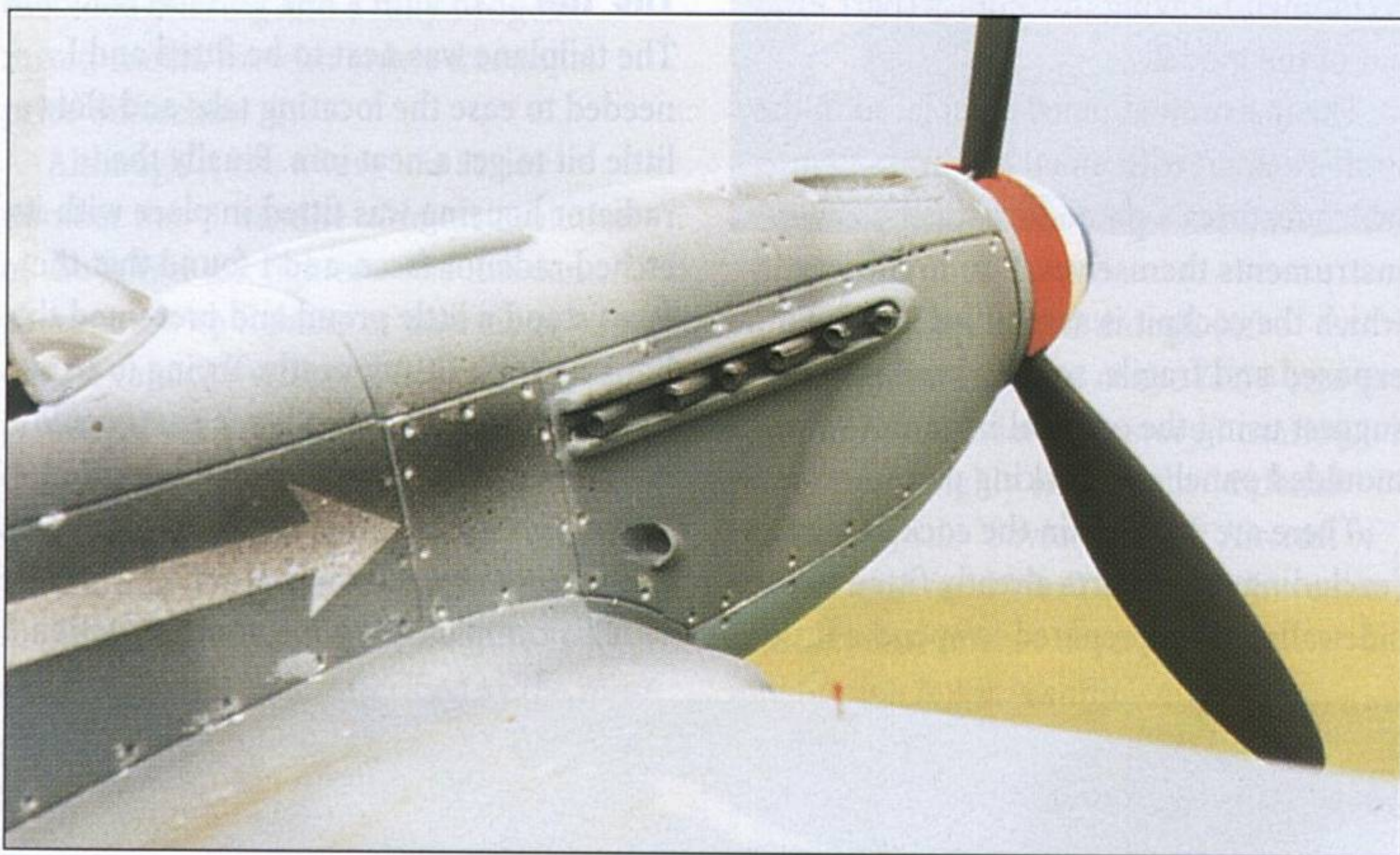
### Colour options

This completed, it was time to plug the cockpit opening with damp tissue and spray the entire model with Halfords Acrylic Primer. Masking up the canopy parts was a doddle thanks to the superb pre-cut masks supplied in the kit,

A couple of cockpit components had to be added before the canopy could be fitted, these consisted of a tiny etched brass rear view mirror, the gunsight on a superbly moulded tubular support frame and the clear armour glass behind the



The provision of a pre-cut canopy mask is a very neat touch



Drilling out the exhausts is noticeable, as is the addition of the undercarriage indicators, from heat stretched sprue, which may be seen (albeit out of focus) in the foreground

pilot's head. The kit also supplies a piece of overhead armour on the etched brass fret, but looking at photos I couldn't see this at all so I decided to leave it off on the basis it would be easier to add it later rather than have to remove it and clean up the scar.

The canopy parts were fitted to the model with Humbrol Clearfix and fitted very well with just a smear of Tippex (applied after the interior colour was sprayed on the outside of the frames) to close the joins completely.

Aeromaster Acrylics were used to complete this model, and I started off with a coat of Light Blue (1194) on the undersides. A wide strip of masking tape was applied over the underside of the wing and the part over the wheel wells cut away so that the wells and the cockpit framing could be sprayed with RLM 02 (1010) to match the cockpit interior. Looking at contemporary photos it's obvious that the Yak had a very soft-edged camouflage so I decided that only the undersides of the tailplanes and the nose, along the panel lines, needed to be masked off. The

uppersurfaces were then sprayed with Light Grey and Dark Grey from the Russian WWII range, paints 1190 and 1191 respectively, with a fine tip being used in the Aztec airbrush. I decided to model the Normandie-Nieman aircraft and had to spray the tricolour on the spinner. I used Testors' bagged paints for this and sprayed the white first then used an etched steel circle template as a mask for adding the darker colours.

The one disadvantage of AeroMaster acrylics (compared with Xtracolor enamels) is that they have a matt finish so a coat of Johnsons Klear floor polish was sprayed onto the Yak to prepare it for the decals. These are produced by AeroMaster and little more needs to be said. The whites are solid, the colours vivid and the register is spot on. Some of the decals are needlessly massive with the fuselage sides being covered with one huge decal from

coat of matt varnish from the Testors range finished all the paintwork. Some paint chipping was applied with Humbrol Polished Aluminium and a fine brush, judiciously applied bearing in mind this was a wooden aircraft, and then some smoke stains added from Xtracolor Exhaust (X504) and mud smears applied as appropriate.

This all but completed the model and there was only the final assembly to do. There are more than 30 parts involved in the undercarriage and it's a pleasure to say that everything fitted perfectly. The only foul-up was my own fault and that was the addition of the etched brass plates (PE 22 and 26) to the inside of the wheel wells. I didn't follow the drawing in the instructions properly with the result that the retraction ram and linkage didn't line up properly with the flush-mounted plate, but it's an invisible error. Just like the cockpit interior, be prepared to take some time over this area and enjoy the result.

The Profi-Pack kit provides the builder with a pair of 'bulged and flattened' cast resin wheels and tyres. They offer no real improvement over the versions provided on the injection moulded sprue and if anything the flats are exaggerated. I did use them but feel the plastic ones would look better. On the other hand while the purist may sneer at the main leg doors in that they're provided as one-piece items rather than having separate upper and lower panels I feel the simplified versions come out looking better. Last of all, the propeller was assembled and glued into place.

### Accuracy

Arbitrary measurements do not, in my view, present a definitive assessment of a kit's accuracy but the figures are always of interest. Measuring the model with a scale rule gives dimensions of 27ft 9in length and 29ft 11in span, compared to quoted figures (taken from Soviet Combat Aircraft of the Second World War) of 27ft 10in and 30ft 2in respectively. I have no complaints at all as far as the silhouettes and sections are concerned.

### Refinements

Let's be honest, a kit has yet to be manufactured that doesn't give its builder an opportunity for some enhancement or

tailplane to windscreen, and plenty of Aero-Set is needed to keep the decal moving until it's accurately positioned. However, there's no risk of silvering providing the Klear has done its job, and a touch of Aero-Sol sees the decals settling into the fine surface detail. After a suitable drying period the model was given a wash down with clean water to remove any residue from the decal setting solutions and a light



Over thirty parts go into the undercarriage and it ends up looking convincing as a result





modification if they want to add a personal touch. Every part of a kit represents a compromise between what the manufacturer knows a rabid modeller wants to see and the cost they know the mainstream kit basher is prepared to pay. So, none of the following points should be read as criticisms, they're just areas where a necessary compromise has left the enthusiast with something to do. I only followed through on a few of these ideas myself!

#### Cockpit Interior

Here the tubular structure is represented as flat-topped ridges on the fuselage sides. It could be improved by scraping off the ridges below the cockpit sills and then adding a

tubular framework from thin plastic rod with the replacement etched brass parts added to the new structure as appropriate.

All of the trailing edges will look better for being thinned down. This is easy for the rudder and wings for they're formed from two parts and the interior of the edges can be scraped or sanded back, but the elevators are one-piece items and are a different matter. Thinning these down will remove all the delicate rib detail and I can't help wishing that in this Profi-Pack offering Eduard had included some cast resin control surfaces rather than the wheels which were of debatable value.

The blast tubes for the cowling guns are just shown as indentations and can be

improved a lot by drilling them out and adding machine gun barrels from steel or plastic tubing. While the fine drills are out, why not also drill out the ends of the exhausts, the muzzle of the motor cannon and the vent at the rear of the starboard cowling?

The intakes in the wing roots have a prominent splitter plate and this can be added from thin plastic card before the wing parts are joined together.

Like any model the control surfaces, landing flaps and radiator flap can be cut away and repositioned, but take care with the radiator flap for it's not as simple as it looks!

Watch out for the radiator for if the etched brass parts are used without any backing then you can see right through the radiator duct. Use one of the redundant plastic parts as a blanking piece.

Brake lines can be added to the main legs from fine rubber 'thread' or flexible wire. They run down the inner front of each leg and appear to be fixed only at the top, bottom and either side of the torque link.

Don't be tempted to cut big lumps out of the wingtips to add navigation lights from clear sprue following the 'outline' of the lights in the kit. The lights were actually carried in tiny teardrop fairings in the very tips of the wings, almost invisible, even in 1/48th scale.

An aerial wire can be added from heat stretched clear sprue, but note how it actually passes through the fixed rear transparency and visibly connects with the radio shelf, part #2 in the kit.

Though it's far from a scale feature, it's easy to allow the propeller to turn. See the photos for details!

#### Summary

A really beautiful little kit, one that has given me more straightforward enjoyment than any other multi-media kit I've built recently. In arbitrary terms it's within three scale inches in both directions and looks right, which makes it pretty accurate in my book, and the kit goes together a treat. The price is also astounding, a complete and well presented multi-media kit for less than the cheapest Tamiya, Hasegawa or Revell kit of comparable size.

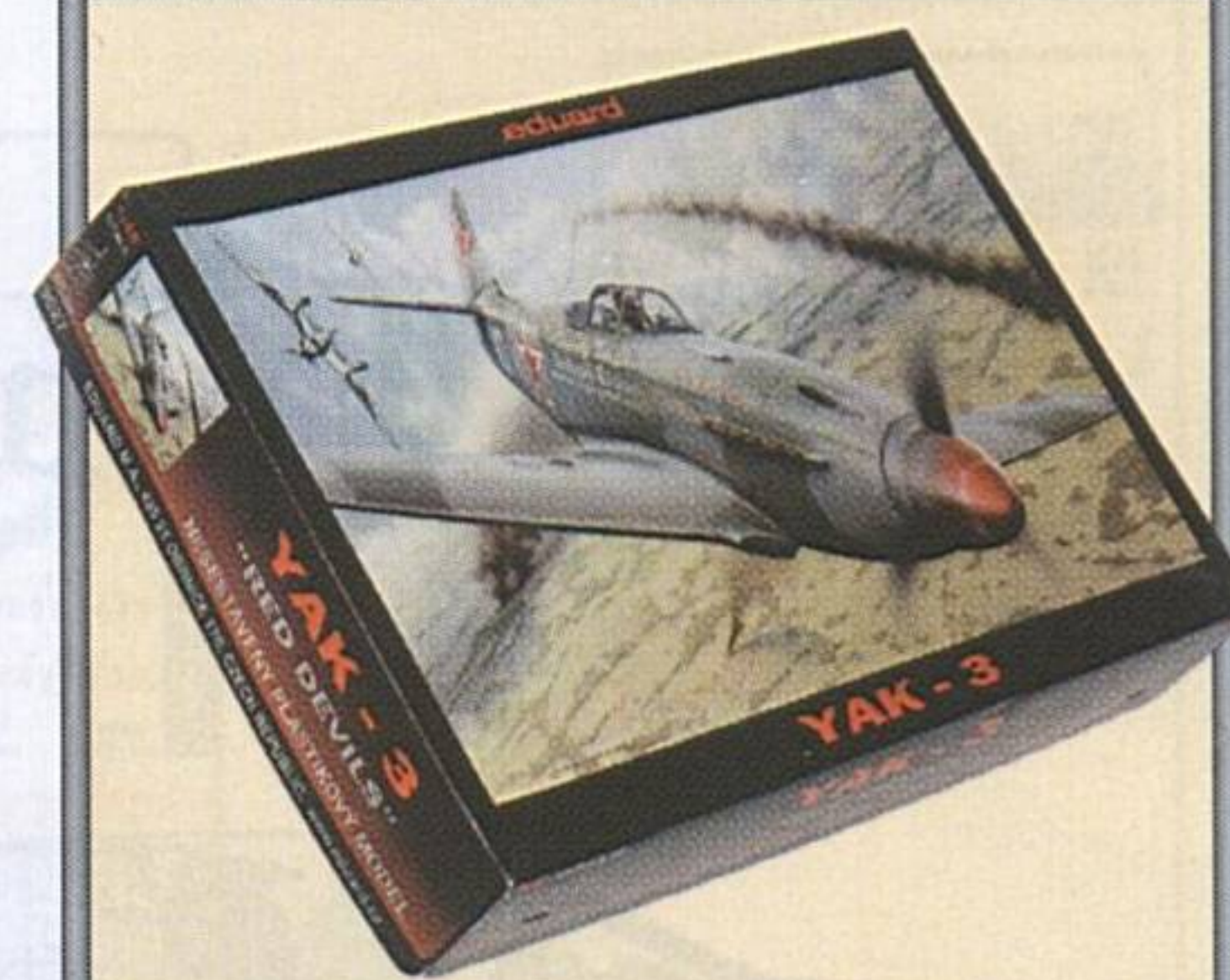
Thoroughly recommended to anyone who fancies building a 1/48th scale Yak and is prepared to step just slightly outside the mainstream of kit building!

My thanks go to Eduard M.A. for providing the review kit.

*David Batt*



#### Yak-3 Postscript



**Note that the Eduard kit of the Yak-3 reviewed here is now available with different markings. The details of this new version are as follows:**

**Yak-3 'Red Devils'**

**Manufacturer:** Eduard

**Scale:** 1/48th

**Price:** £10.75

**Kit No.:** 8027

**Panel Lines:** Recessed ✓

**Status:** New Decals ✓

**Type:** Injection Moulded Plastic

**Parts:** 52 Plastic (Grey), Clear 5

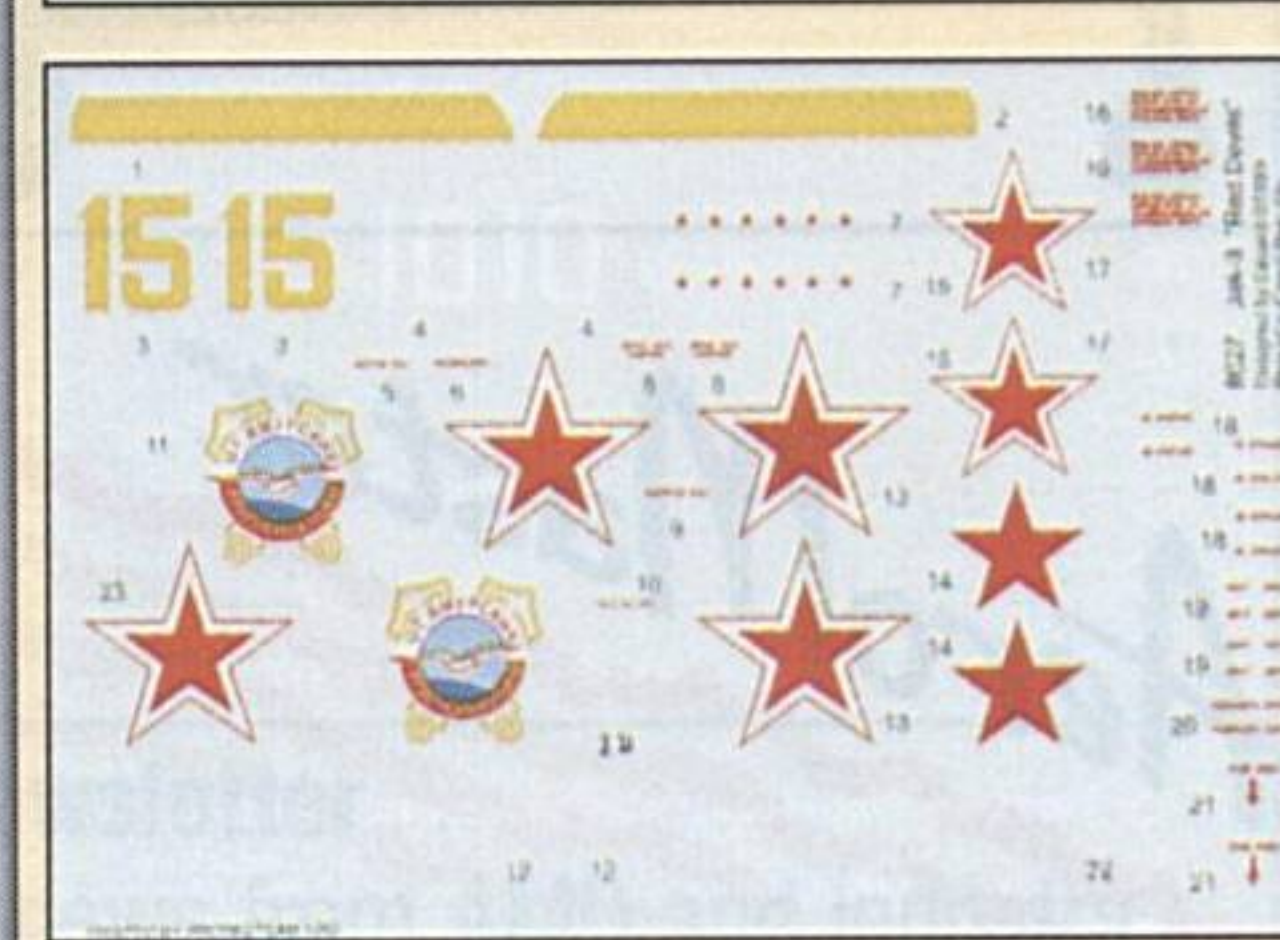
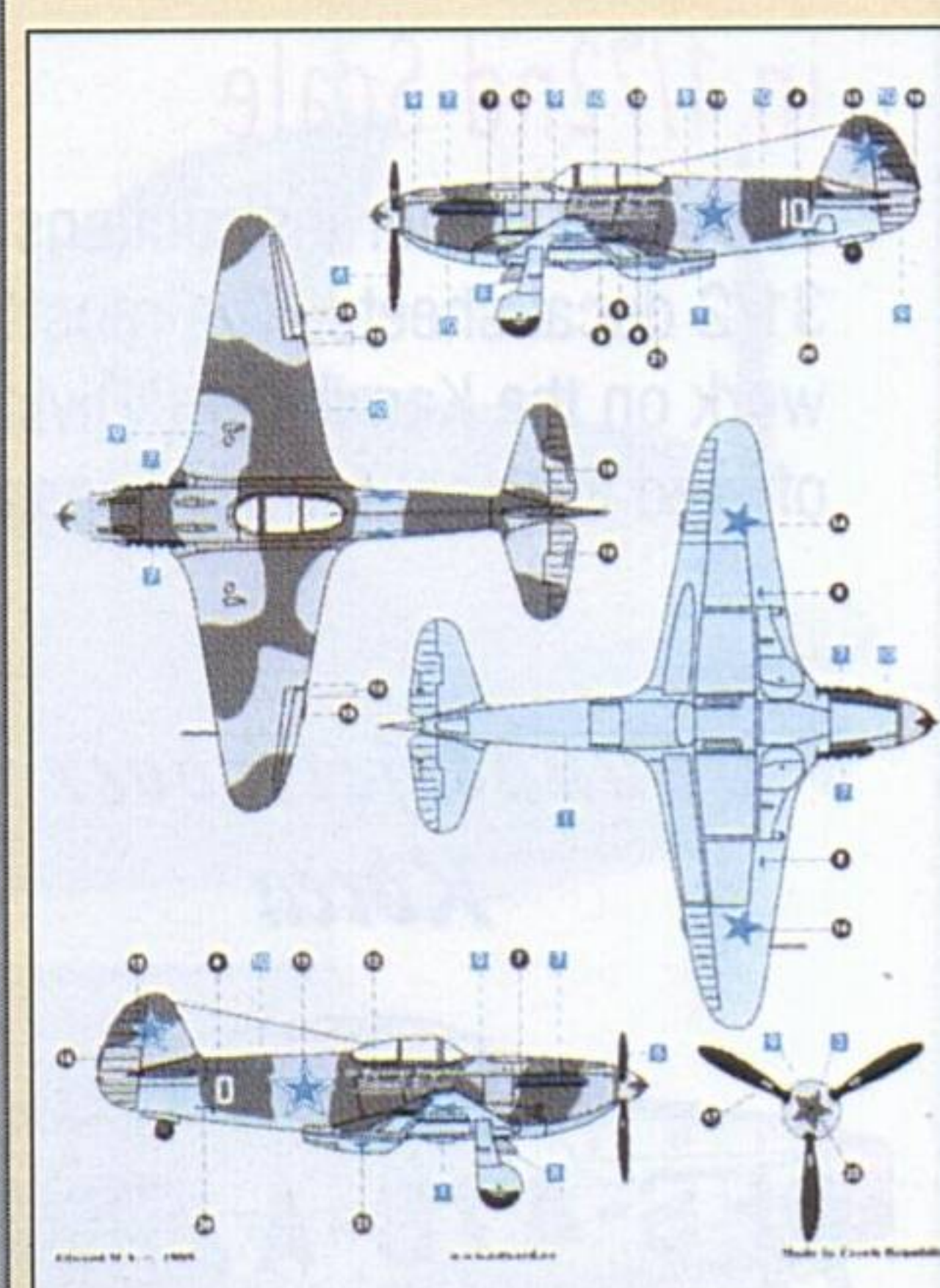
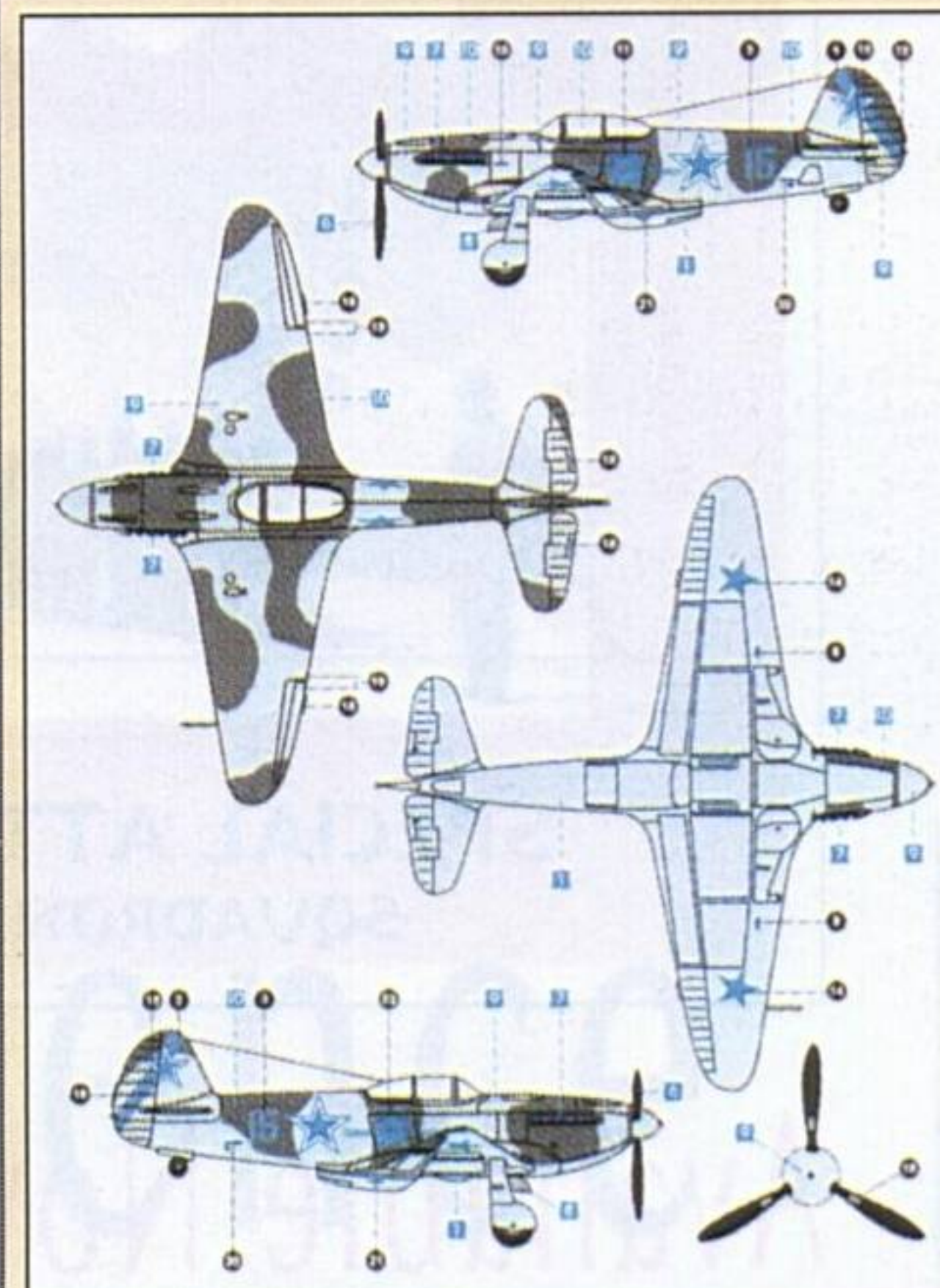
**Also Includes:** Die-cut Canopy Masks

**Decal Options:** 2

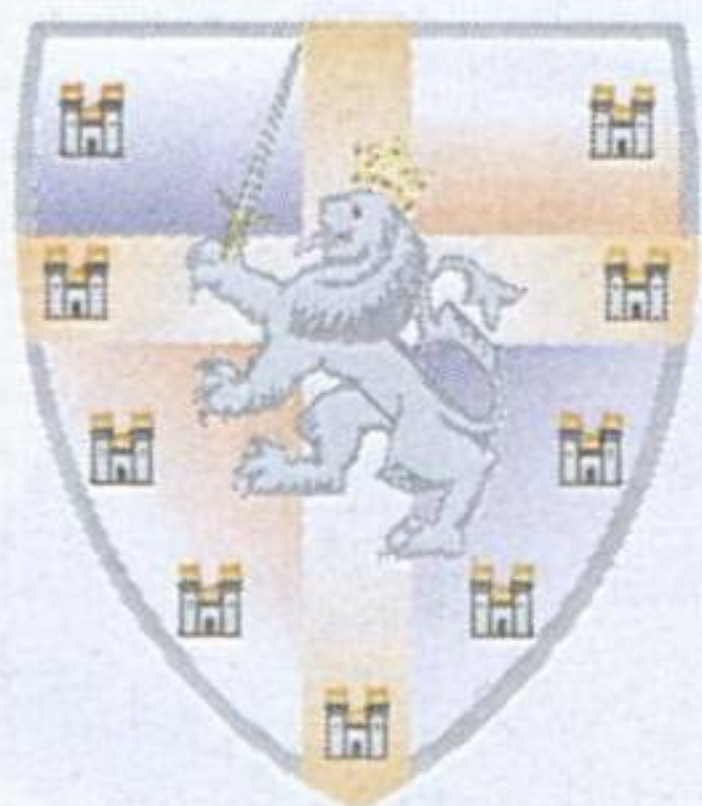
- 1. 'Yellow 15', flown by Semion Rogow, 1st Guards Fighter Division, 1945.
- 2. 'White 10', flown by Lt. Col. Boris Yermine the commander of the 6th Guard Fighter Aviation Division. This machine was donated by Kolchoz worker, Ferepont Golovaty and Yermine flew it from June 1944 to the end of the war.

**Manufacturer:** Eduard M.A.,  
435 21 Obrnice 170, Czech Republic.  
Tel: 420 35 6118259 Fax: 420 35 6118186  
Email: info@eduard.cz

**UK Sources:** Four Plus UK & Hannants

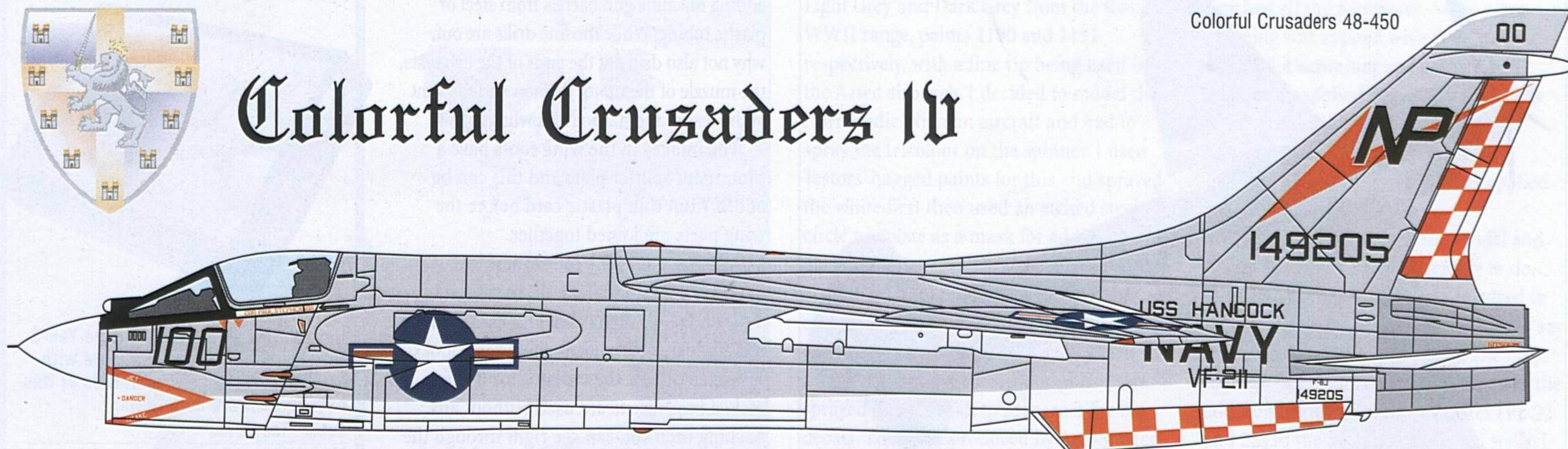






Colorful Crusaders 48-450

# Colorful Crusaders IV



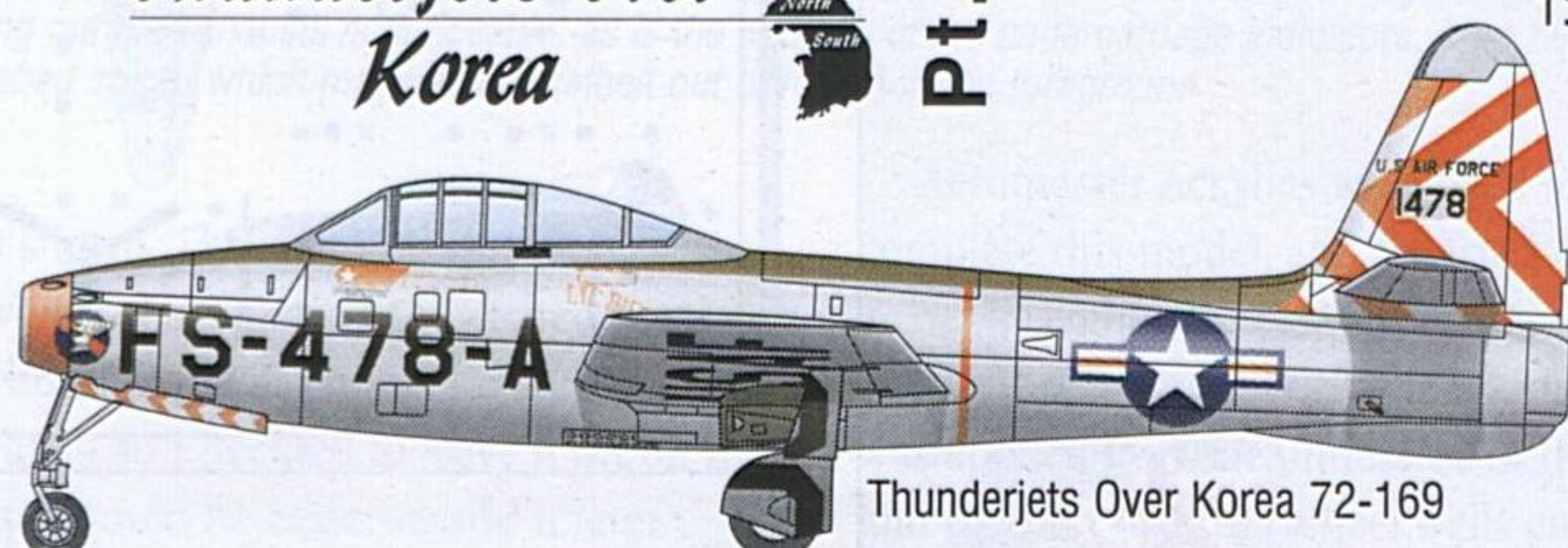
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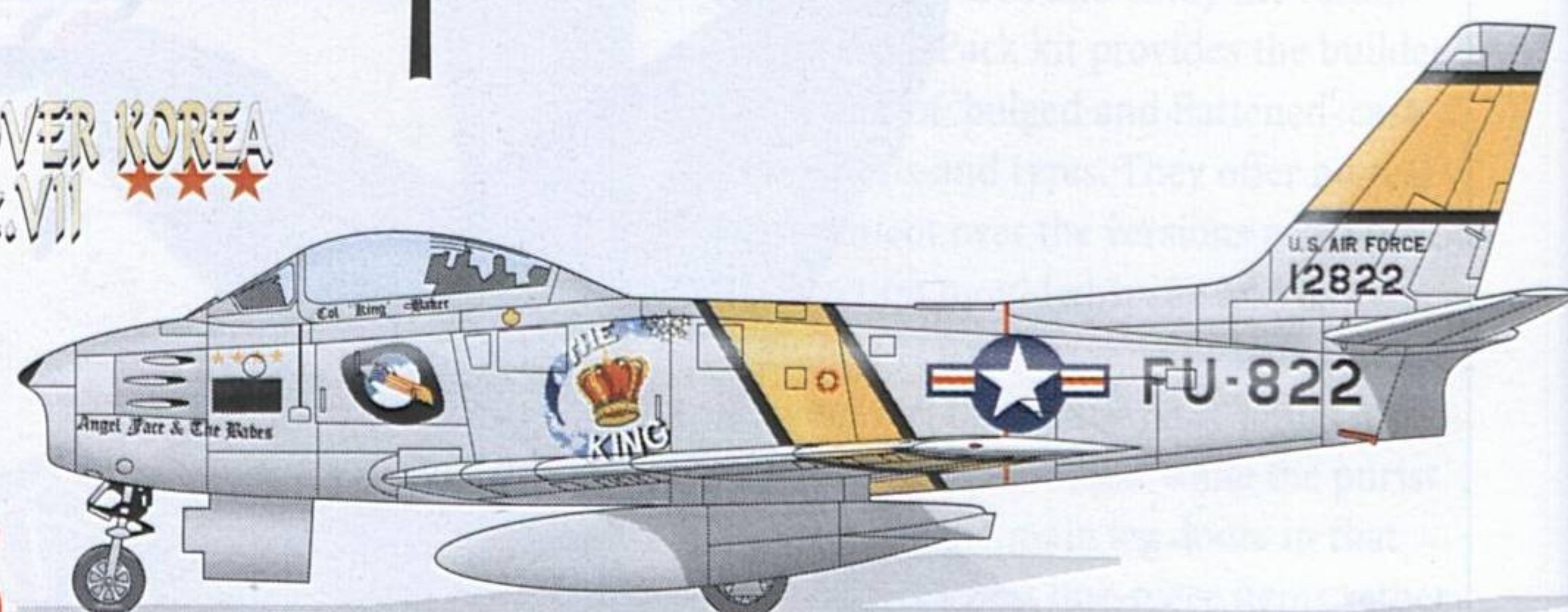
*Thunderjets over Korea* Pt.I



Thunderjets Over Korea 72-169

**SABRES OVER KOREA** Pt.VII

## New Releases



Sabres Over Korea 48-449

### 48-445 Colorful Crusaders Pt.III

- 1: F-8J BuNo 150351 Flown by CDR Leonard "Lex" Giuliani, Commander, Carrier Air Wing, 1975.
- 2: F-8E BuNo 149203 Flown by CDR Burt Shepherd, Commander, Air Wing 16 aboard USS Oriskany in 1966/7.
- 3: F-8J BuNo 150898 Aircraft of CDR Mack Gilfry, Commander, Carrier Air Wing 21 aboard USS Hancock.

### 48-450 Colorful Crusaders Pt.IV

- 1: F-8J BuNo 150904 Carrier Air Wing 19, June 1974.
- 2: F-8J BuNo 150353 VF-53 aboard the USS Bon Homme Richard in 1970.
- 3: F-8J BuNo 149205 Carrier Air Wing 21 aboard USS Hancock.

### 48-448 Sabres Over Korea Pt.VI

- 1: F-86E-10 334th Fighter Interceptor Sqn, 1952.
- 2: "NINA V" F-86E-10 16th Fighter Interceptor Squadron, 1953
- 3: "THREE KINGS" F-86E-10 16th Fighter Interceptor Squadron, 1952.
- 4: "BEAUTIOUS BUTCH" F-86F-1 39th Fighter Interceptor Squadron, 1953.

### 48-449 Sabres Over Korea Pt.VII

- 1: "ANGEL FACE & THE BABES" F-86E-10 336th Fighter Interceptor Squadron, 1952.
- 2: "BEAUTIOUS BUTCH" F-86F-1 39th Fighter Interceptor Squadron, 1953.
- 3: "NINA II" F-86E-10 51st Fighter Interceptor Group, 1953

### 148-026 F86 Stencils

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### 72-169 Thunderjets Over Korea Pt.I

- 1: "LIL' BUTCH" F-84G 9th Fighter Bomber Squadron, 1951.
- 2: F-84G 8th Fighter Bomber Squadron, 1952.
- 3: "LINDA CHARLOTTE" F-84E 49th Fighter Bomber Squadron, 1953

### 72-170 Thunderjets Over Korea Pt.II

- 1: "FOUR QUEENS/OLIE" F-84G 58th Fighter Bomber Group, 1953.
- 2: "CYNTHIA VI" F-84G 8th Fighter Bomber Squadron, 1955.
- 3: "MISS JACQUE/KAY ALLEN" F-84E 182nd Fighter Bomber Squadron, 1952.

### 48-451 Lancaster Bombers Pt.II

- 1: Lancaster B Mk.III "MICKEY THE MOOCHER" of 61 Squadron.
- 2: Lancaster B Mk.I "OOR WULLIE" of 100 Squadron.
- 3: Lancaster B Mk.III of 166 Squadron.

### 48-452 Lancaster Bombers Pt.II

- 1: Lancaster B Mk.III of 625 Squadron.
- 2: Lancaster B Mk.I "ADMIRAL PRUNE" of 106 Squadron.
- 3: Lancaster B Mk.III of 166 Squadron.

### 48-453 Lancaster Bombers Pt.III

- 1: Lancaster B Mk.X of 419 Squadron.
- 2: Lancaster B Mk.III of 57 Squadron.

**Remember**, these and all AeroMaster decal sets are **Limited Editions**. Only **ONE** production run will be printed (this applies to current sets as well).

**AeroMaster**

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# Warbird Acrylic Colors

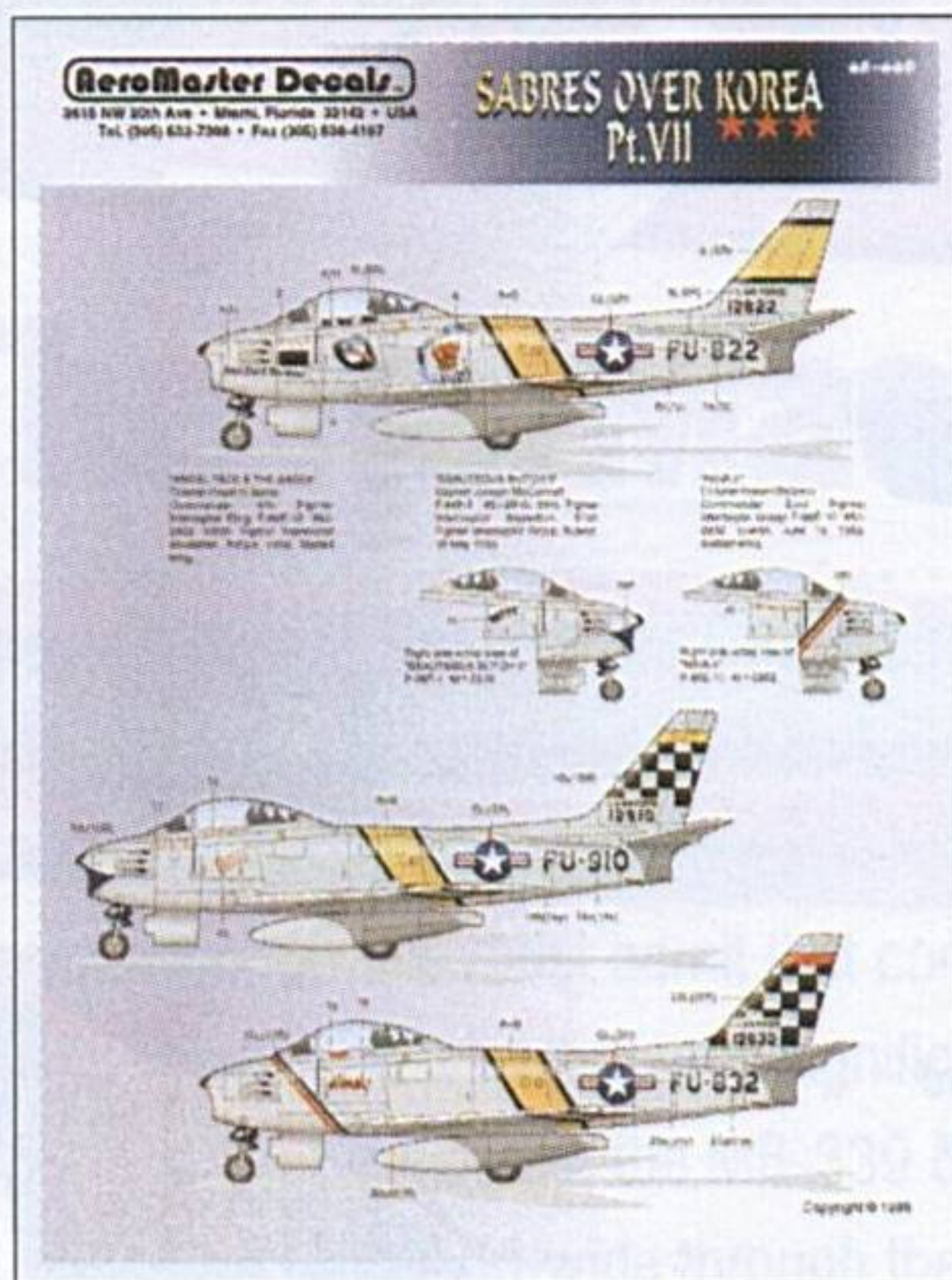
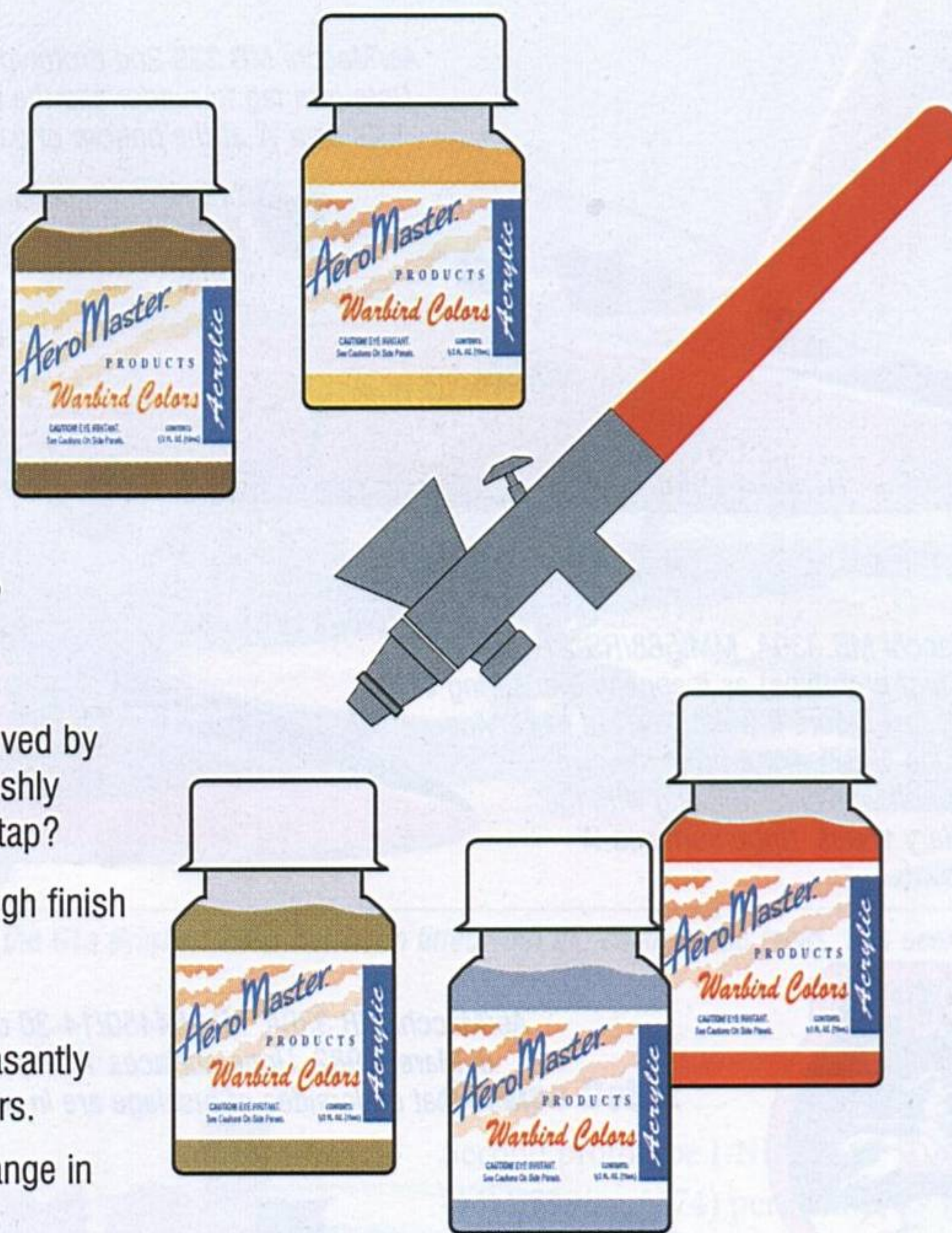
## Ask yourself...

- Q** Does my present paint range allow me to mask my models 30 minutes after spraying a color coat?
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- Q** Is it compatible with any other range?
- Q** Can it be used under or over any other brand?
- Q** Does it give me the smoothest finish available anywhere?
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- Q** Do you need special thinners or can you use plain water (distilled water works best)?
- Q** Does it spray as easily as it hand brushes?
- Q** If mistakes happen, can they easily be removed by simply spraying some detergent over the freshly applied finish and rinsing it under the water tap?
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Featured this month is a Grumman Avenger of RN2AF using AeroMaster paints and decal set SPY8-10. Built in Australia from a Kit by Accurate Miniatures.

"I have just bought another of your excellent decal sheets for the Me-262. Magnificent! I've been a keen supporter of your decals since they first appeared. They seem to be spot on..."

...No doubt there are many who write to you with suggestions and it must be difficult to guess which will be commercially viable. I hope you find my suggestions of some interest. Keep up the good work! You're doing a magnificent job. There are very few of your sheets that I haven't got, even if I'm not of the verge of making a particular model..."

Terry Campion, Derbyshire, England.



# The Finishing Touch

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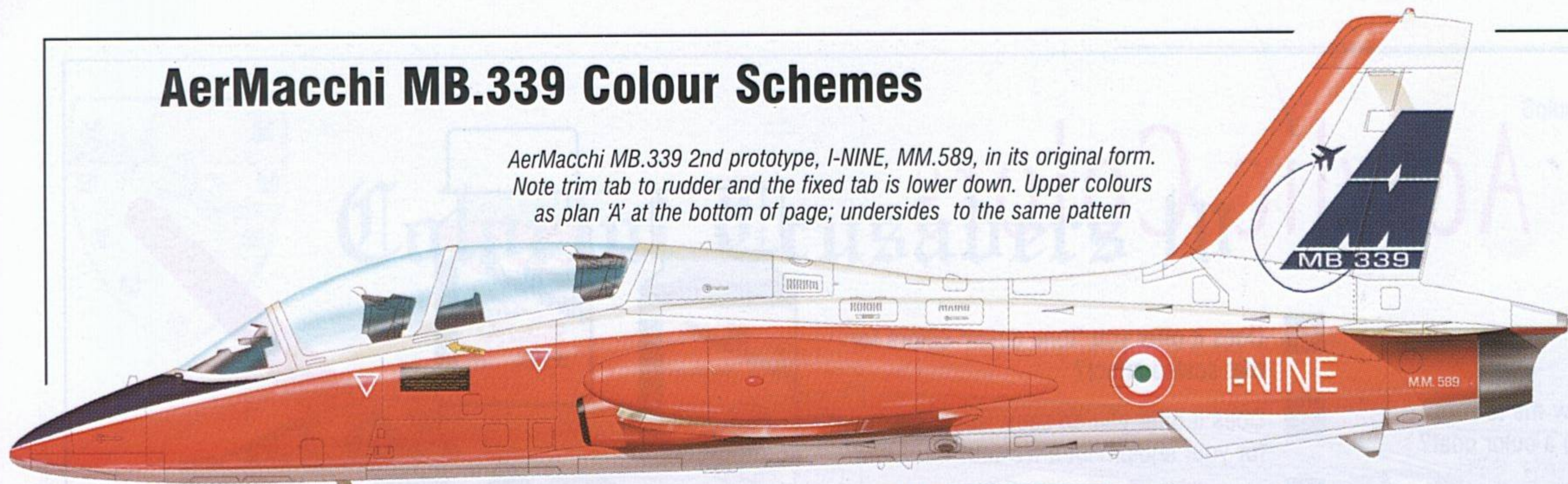
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## AerMacchi MB.339 Colour Schemes

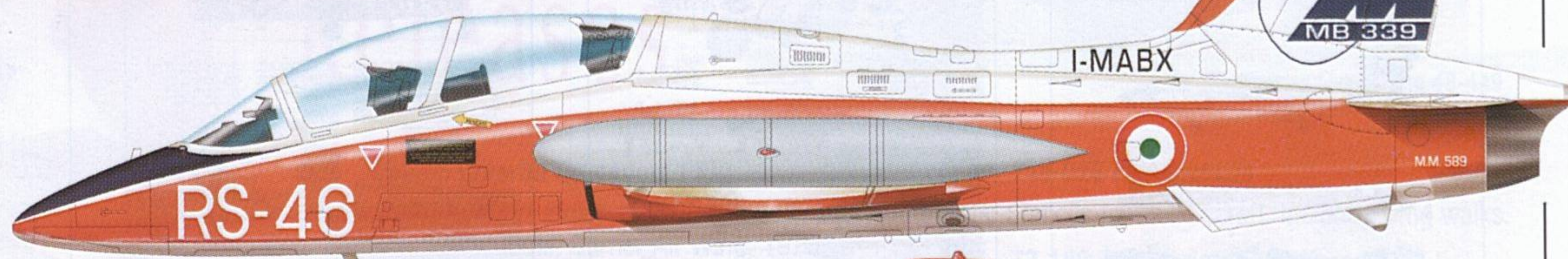
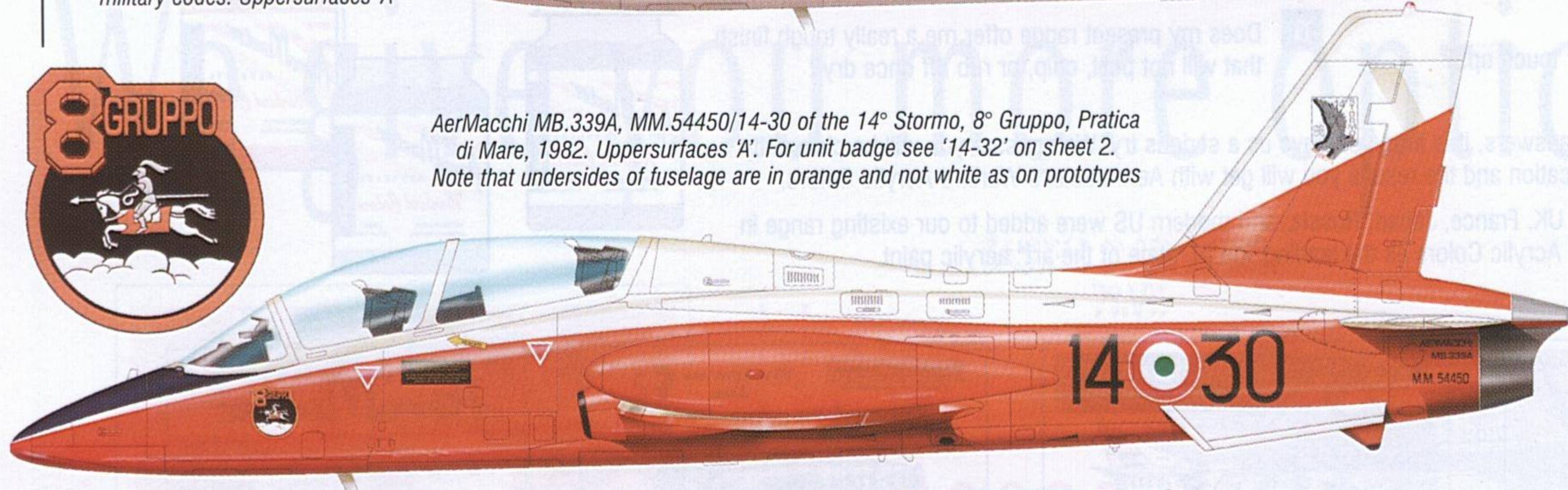
AerMacchi MB.339 2nd prototype, I-NINE, MM.589, in its original form. Note trim tab to rudder and the fixed tab is lower down. Upper colours as plan 'A' at the bottom of page; undersides to the same pattern



AerMacchi MB.339A, MM.588/RS-21 (ex-I-NOVE, the first prototype) as it appeared in spring of 1982, just before it was taken out of service (June 1982). For a time, the civil registration was carried along with the military codes. Uppersurfaces 'A'



AerMacchi MB.339A, MM.54450/14-30 of the 14° Stormo, 8° Gruppo, Pratica di Mare, 1982. Uppersurfaces 'A'. For unit badge see '14-32' on sheet 2. Note that undersides of fuselage are in orange and not white as on prototypes

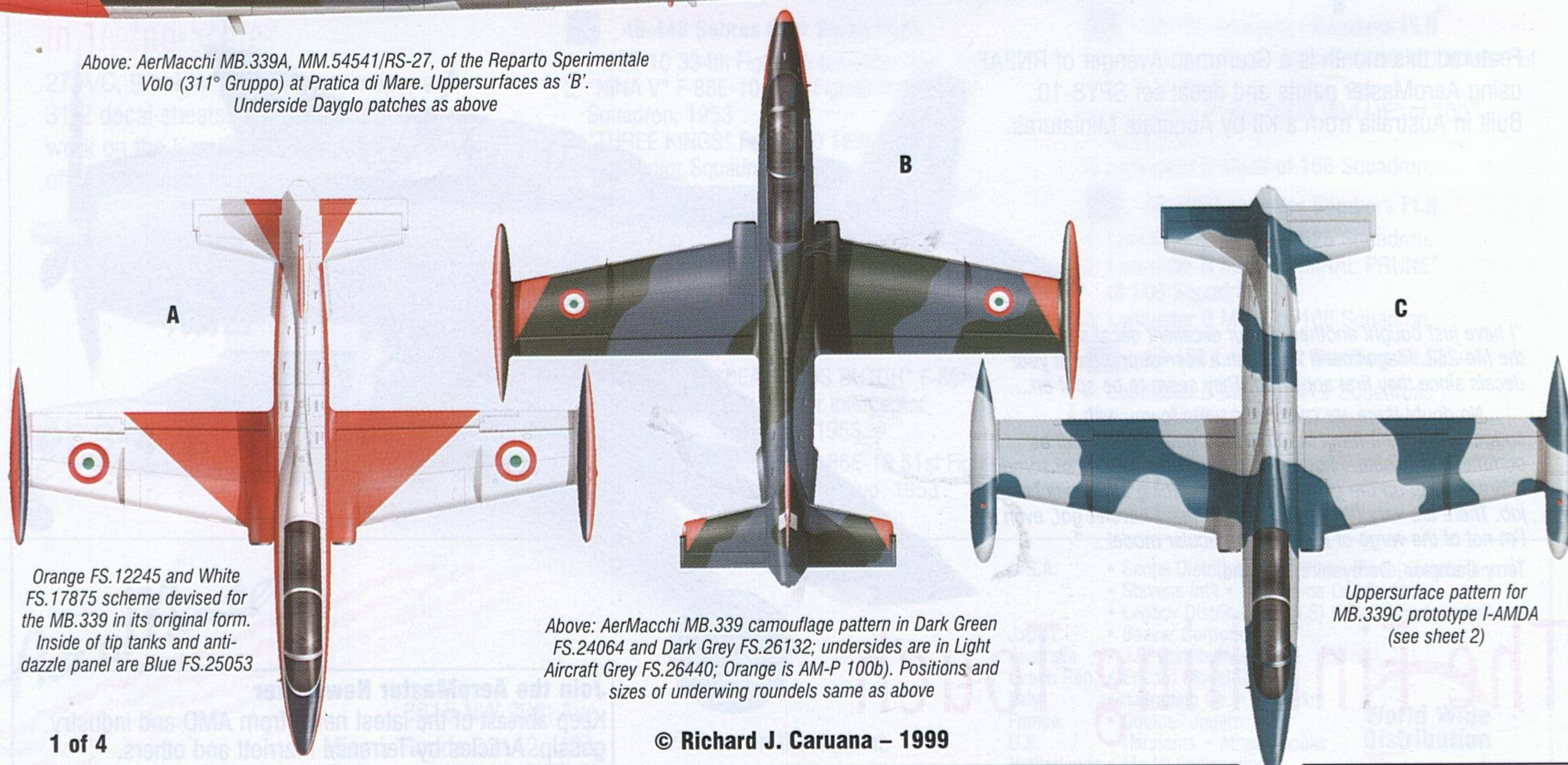


Above: AerMacchi MB.339A, MM.589/RS-46/I-MABX (ex-I-NINE, second prototype) in the markings of the 311° Gruppo Sperimentale Volo, after having served as the flying test bed for the Rolls Royce Viper 680 (carried registration G-1-4 in England for 18 months)



Profiles  
Scale: 1/72nd

Above: AerMacchi MB.339A, MM.54541/RS-27, of the Reparto Sperimentale Volo (311° Gruppo) at Pratica di Mare. Uppersurfaces as 'B'. Underside Dayglo patches as above



Orange FS.12245 and White FS.17875 scheme devised for the MB.339 in its original form. Inside of tip tanks and anti-dazzle panel are Blue FS.25053

Above: AerMacchi MB.339 camouflage pattern in Dark Green FS.24064 and Dark Grey FS.26132; undersides are in Light Aircraft Grey FS.26440; Orange is AM-P 100b). Positions and sizes of underwing roundels same as above

Uppersurface pattern for MB.339C prototype I-AMDA (see sheet 2)



In September 1972, the *Direzione Generale delle Costruzioni* (DGC) of the *Aeronautica Militare Italiana* (AMI - Italian Air Force) awarded a study contract to Aeronautica Macchi for a second generation, state-of-the-art trainer as a successor to the MB.326 and the Fiat G.91T then in service. Seven separate design studies were initiated, under the main designation of MB.338. The seven MB.338 versions differed mainly in the choice of powerplant: single/twin SNECMA Larzac 04 (MB.339L/BL), single Rolls Royce Viper 623-43 (MB.338V), single Rolls Royce Fanned Viper (MB.338F), single RT.172-06 Adour (MB.338A), single Rolls-Royce RB.401-06 (MB.338R) and single Garrett TFE731-3 (MB.338G). This was cut down to two, powered by a Viper 623-43 and a Larzac04, redesignated MB.339V and .339L respectively.

The new T-bird presented a bit of a



With an exterior finish which shows its heavy use, this MB.339A (61-56) of the 61a Brigata Aerea has been fitted with the enlarged tip tanks. It is seen here at the Malta International Airshow of 1997 (Richard J. Caruana)

# Super T-Bird

## The AerMacchi MB-339

compromise; the airframe owed much to that of its predecessor, and especially the MB.326K, to which a new forward section had been mated to improve rear seat visibility. The previous -338 studies would have been either too costly or offered little or no improvement on the later MB.326 versions it was supposed to replace. The new MB.339 on offer presented some constraints in performance when compared to the Hawk and Alpha Jet, but it still promised to be a major advance on the 326. Main features of 'second generation' trainers were evident and it was significantly cheaper to procure and operate than its main competitors, while it rightly claimed to possess a wider training spectrum, dispensing with ab-initio training on different aircraft.

Detailed analysis revealed that the Lazard-powered version would offer limited performance improvement while calculations on the Viper model promised

AerMacchi possessed the right credentials to create a follow-up to the enormously successful MB-326 jet trainer which, apart from being superior in all-round performance, would also improve the basic design. There existed a lucrative market for advanced jet trainers, although one must admit that competition was beginning to heat up: the BAe Hawk, AlphaJet and a host of less significant machines were claiming their share of the cake. All things considered, the MB-339 did not fare badly in both home and export sales and is best known world-wide through the Italian Air Force's official aerobatic team, the *Frecce Tricolori*. As the type seems to be enjoying quite a following in the modelling world lately, with the appearance of at least two new kits, Richard J. Caruana took the cue to provide an historical overview together with some highly colourful schemes.

significantly enhanced flight parameters. On this basis, the AMI awarded a contract for two prototypes powered by a single Viper 632-43 turbojet, a model developed jointly by Rolls-Royce and Fiat Aviazione. The first MB.339X (MM.588/cn.6573), bearing civil registration I-NOVE ('Nove' was chosen for the final digit '9' in the aircraft's designation), took to the air for its

maiden flight from Venegono on August 12, 1976 piloted by Franco Bonazzi and during the first week of September it was flown non-stop to the Farnborough Air Show in UK. By that time it had logged 28 flights, clocked Mach 0.8 and had been officially presented to the AMI (*Generale* Dino Ciarlo, Chief of Staff flying it for some 40 minutes) on August 30.

### Service Debut

Second prototype I-NINE (MM.589/cn.6574) performed its maiden flight on May 20, 1977, and incorporated some modifications through experience gained on I-NOVE; the main external difference was the inclusion of a NACA flush intake on the starboard side of the forward fuselage to improve the air-conditioning system, introduction of nose-wheel steering and provision of an anti-skid braking system. Also, the fixed rudder trim tab was raised higher up and an adjustable trim tab incorporated at the base. Meanwhile a third airframe (cn.6596) was assigned to static fatigue tests.

Designation for the production standard aircraft was changed from MB.339V to MB.339A, and compared to the earlier 326 it was equipped with a highly comprehensive avionics fit, including TACAN, blind flying instrumentation, IFF, VHF and UHF although customisation to client's specification was also possible. Wingtip fuel tanks became a standard fit, bringing total fuel to 1,100kg, while the central pylon of the three under each wing incorporated a 'wet' point for a further external tank. For weapons training, or its secondary role as light attack aircraft, it can carry a total of 2,040kg of external stores. MM.54439 was the first aircraft delivered to AMI in January 1979 and was, in fact, a modified example to evaluate its use for the *Gruppo Pattuglia Acrobatica Nazionale* (PAN), more commonly known as 'Frecce Tricolori', whose Fiat G.91s were showing their age.

MM.54438 introduced the type to official airforce service in August 1979, joining the *Scuola Volo Basico Iniziale su Aviogetti* (Initial Basic Jet Flying School) at Lecce. This was to be followed by a further 102 examples by July 1998 while 19 MB.339ADs (MM.54439 already mentioned, MM.54473, MM.54475-54483, MM.54484-54486, MM.54536, MM.54537, MM.54551 and MM.54552) were built specifically for the Italian national aerobatic team. Later, MM.54445, MM.54500 and MM.54517 were converted from standard MB.339As to AD standard to make up for attrition. These aircraft had their wingtip tanks removed and smoke-generating equipment added. External fuel tanks attached to the central pylon are used for ferrying – and removed



NAF-301 was the first of twelve examples acquired by the Nigerian Air Force. This particular MB.339AF was delivered in January of 1985 (Gianni Cattaneo)



## AerMacchi MB.339 Colour Schemes



AERMACCHI MB-339

AerMacchi MB.339A, MM.54498, the 100th example produced (and the 46th example for AMI); small roundels on the nose denoted recipients of the type up to that time, i.e. AMI, Frece Tricolori, Argentina, Malaysia and Perù. Uppersurfaces 'B'

AerMacchi MB.339A, RS-48 of the Reparto Sperimentale Volo, Aeronautica Militare Italiana, at Pratica di Mare in 1986. Uppersurfaces 'B'



AerMacchi MB.339A, MM.54452/14-32, of the 14° Stormo, 8° Gruppo, Aeronautica Militare Italiana, Pratica di Mare, early 1987. Uppersurfaces 'B'



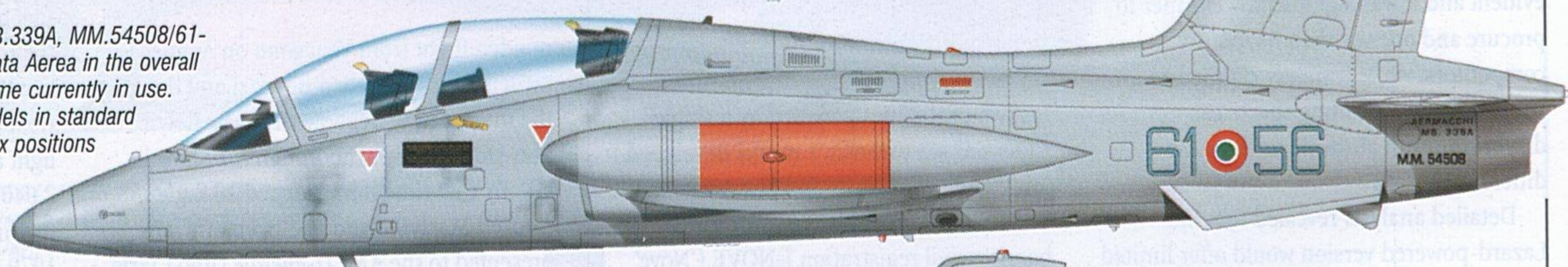
AerMacchi MB.339A, MM.54540/61-77 of the 61a Brigata Aerea, Lecce Galatina, September 1986. Uppersurfaces 'B'



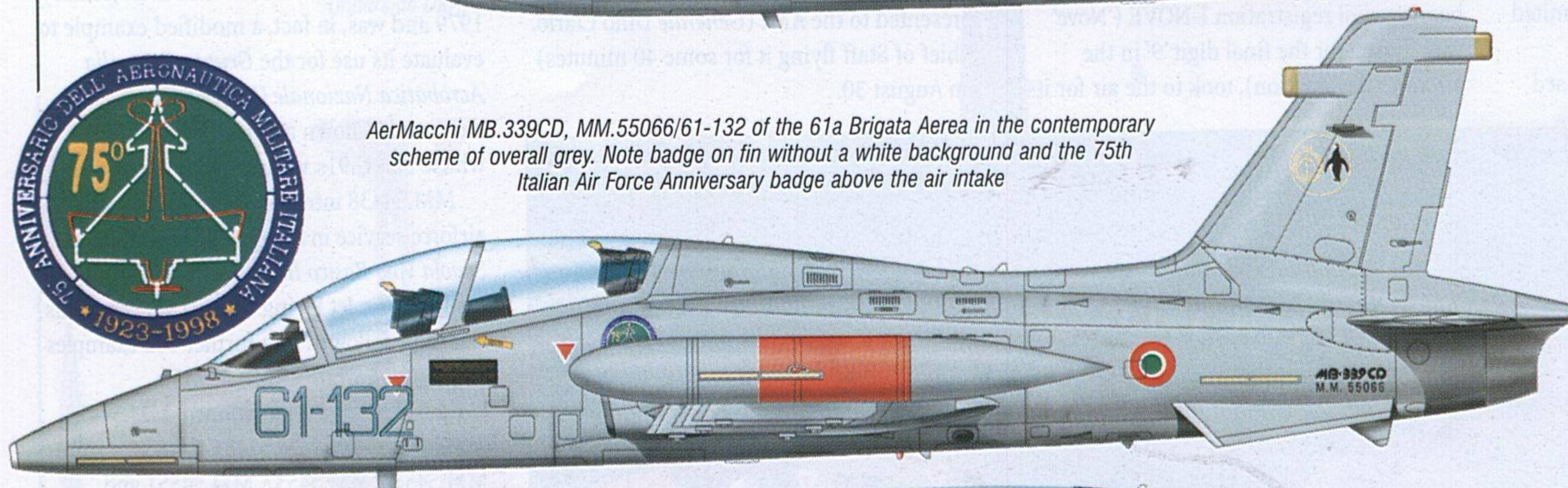
AerMacchi MB.339A, MM.54540/61-77 of the 61a Brigata Aerea, Lecce Galatina, September 1986. Uppersurfaces 'B'. Note camouflage pattern for starboard side



AerMacchi MB.339A, MM.54508/61-56, 61a Brigata Aerea in the overall grey scheme currently in use. Roundels in standard six positions



AerMacchi MB.339CD, MM.55066/61-132 of the 61a Brigata Aerea in the contemporary scheme of overall grey. Note badge on fin without a white background and the 75th Italian Air Force Anniversary badge above the air intake



AerMacchi MB.339C prototype, I-AMDA (cn. 6775) used as a company demonstrator. Aircraft carries cannon pod (inboard), laser-guided weapon and Sidewinder (outboard). Detail shows the raking of the logo on the starboard side. Note small tricolour flag on top of fin





## AerMacchi MB.339 Colour Schemes

AerMacchi MB.339A, 452 (c/n 6647), operated by ESO.513 (Instruction Avanzada), Grupo Aero Entrenamiento 51, Fuerza Aérea Peruiana based at Base Aerea Las Palmas, Lima. This was the first example delivered to that country in November 1981. Uppersurfaces 'D' below



AerMacchi MB.339A, 0764/4-A-113, of the Argentine Aviacion Naval de l'Armada. Later camouflaged as 155 below, was destroyed whilst operating from Puerto Argentino (Port Stanley) during the Falklands War, 1982. No wing markings

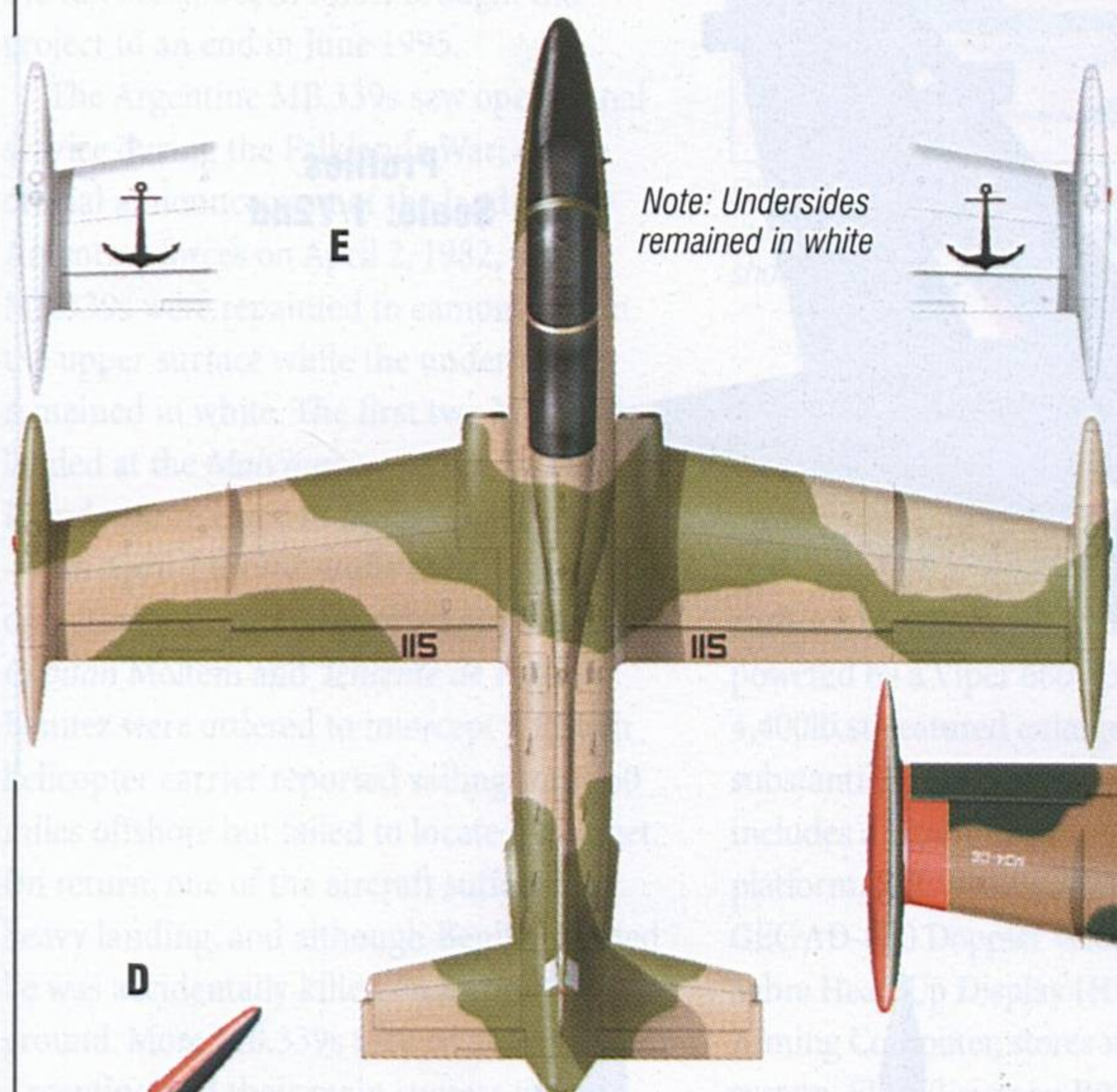


AerMacchi MB.339A, 4-A-15/0766 of the Argentine Aviacion Naval de l'Armada, flown by Owen Crippa in camouflage adopted during the Falklands War. Note the 'hit' marking denoting attack of May 21, 1982 against the frigate HMS Argonaut. Uppersurfaces and underside markings 'E'

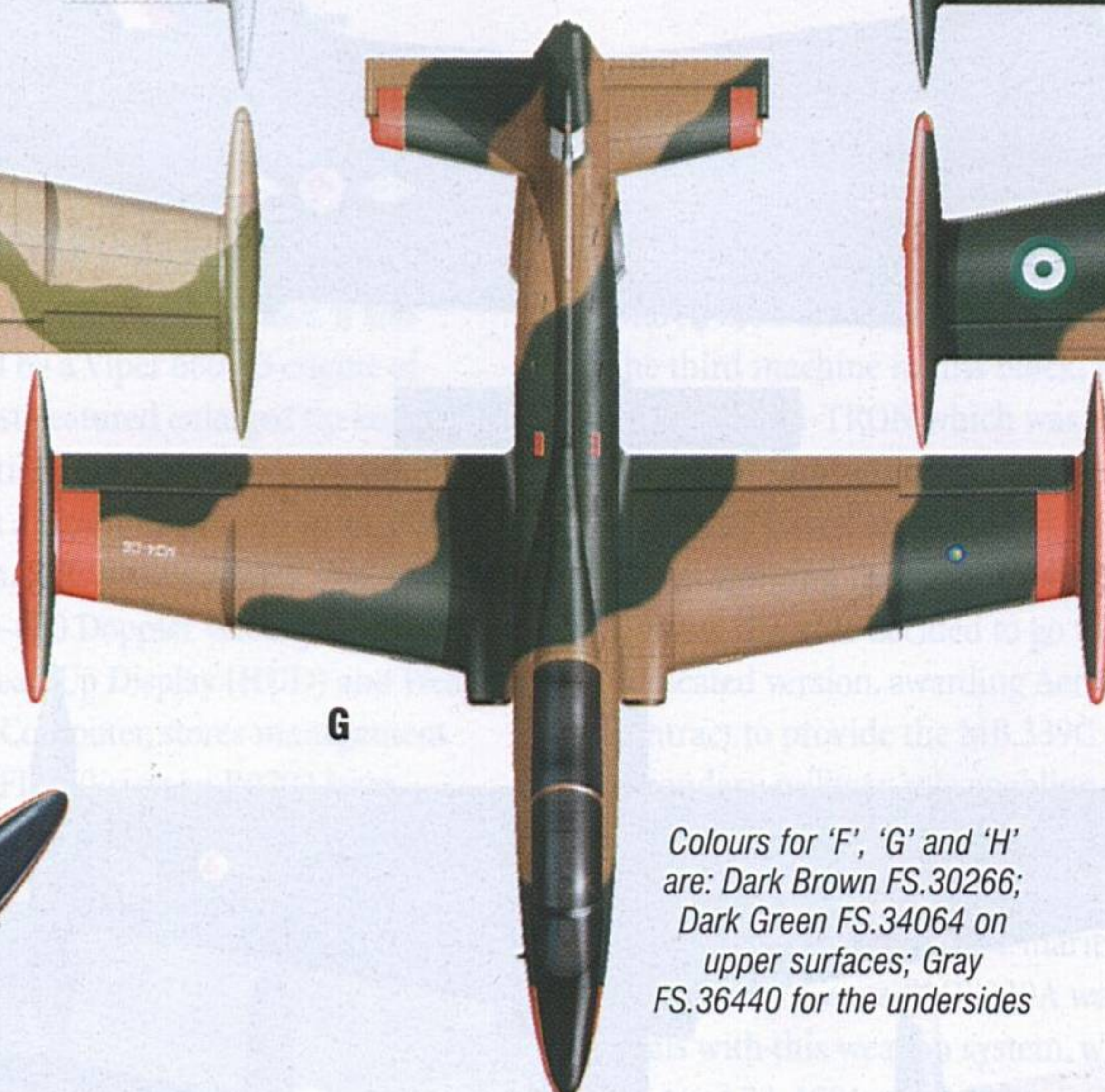


Profiles  
Scale: 1/72nd

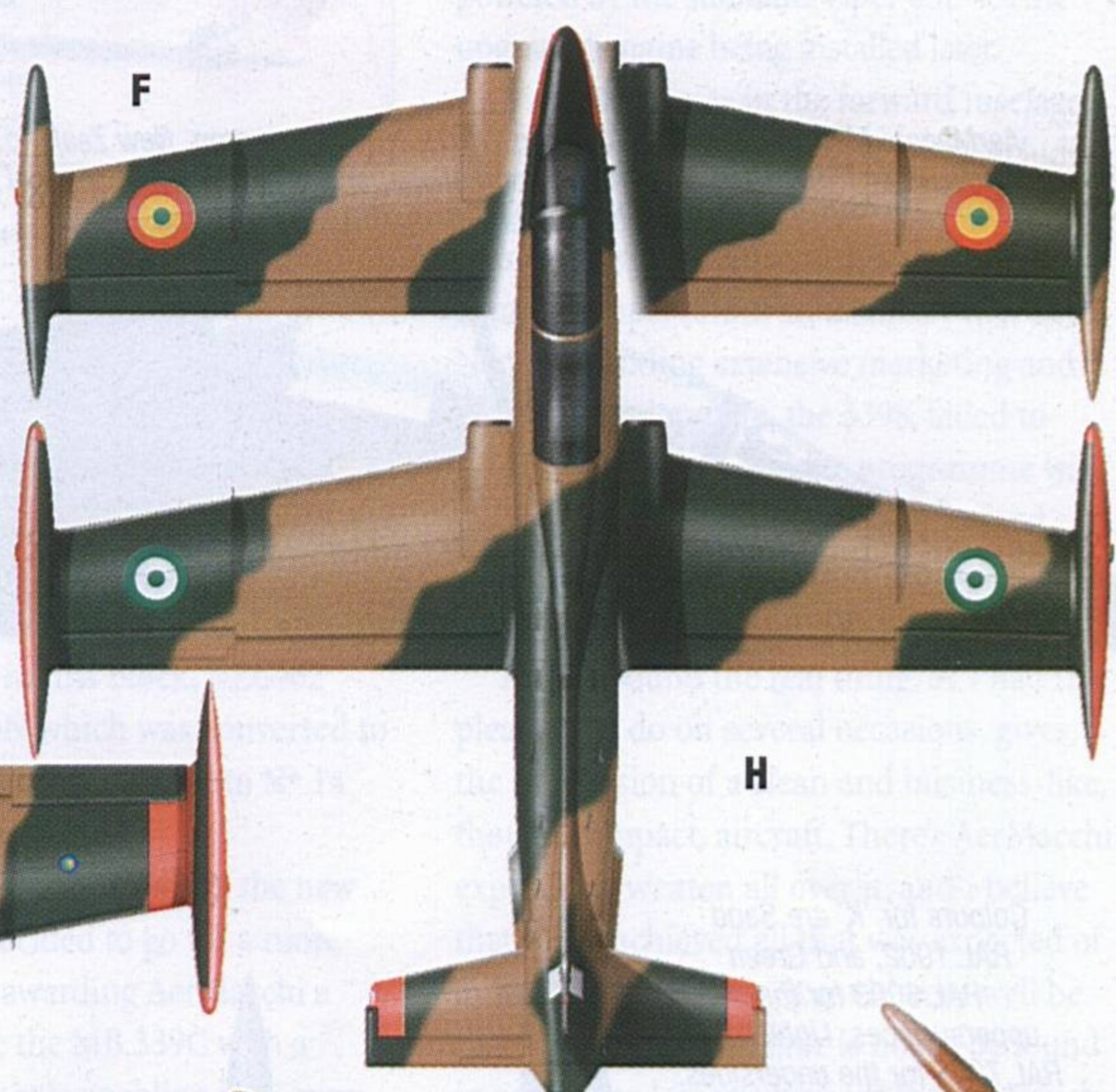
AerMacchi MB.339AH, G.800 (cn .6776), Air combat Squadron, Ghana Air Force, Tamale, December 1987. Colours are Brown FS.30266, Green FS.34064 and Gray FS.36440. Uppersurfaces 'F'. Roundels in standard six positions



Note: Undersides remained in white



Colours for 'F', 'G' and 'H' are: Dark Brown FS.30266; Dark Green FS.34064 on upper surfaces; Gray FS.36440 for the undersides



Colours for 'J' are: Gray FS.36521, Brown FS.30257 for the uppersurfaces and Blue FS.25550 for the undersides

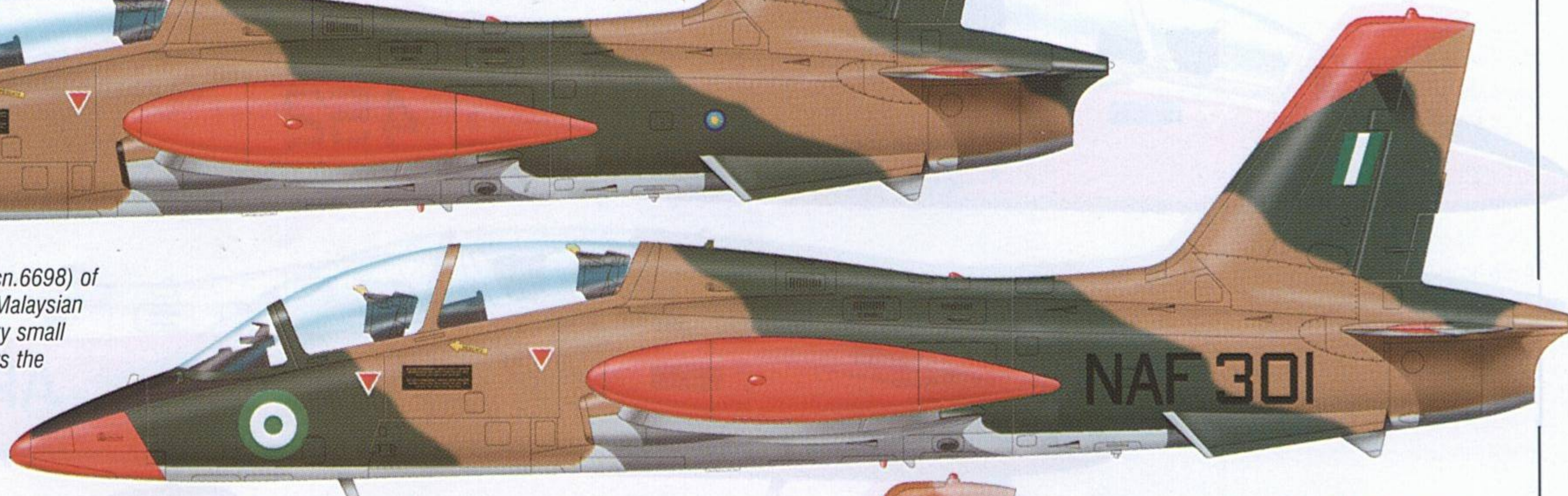




## AerMacchi MB.339 Colour Schemes

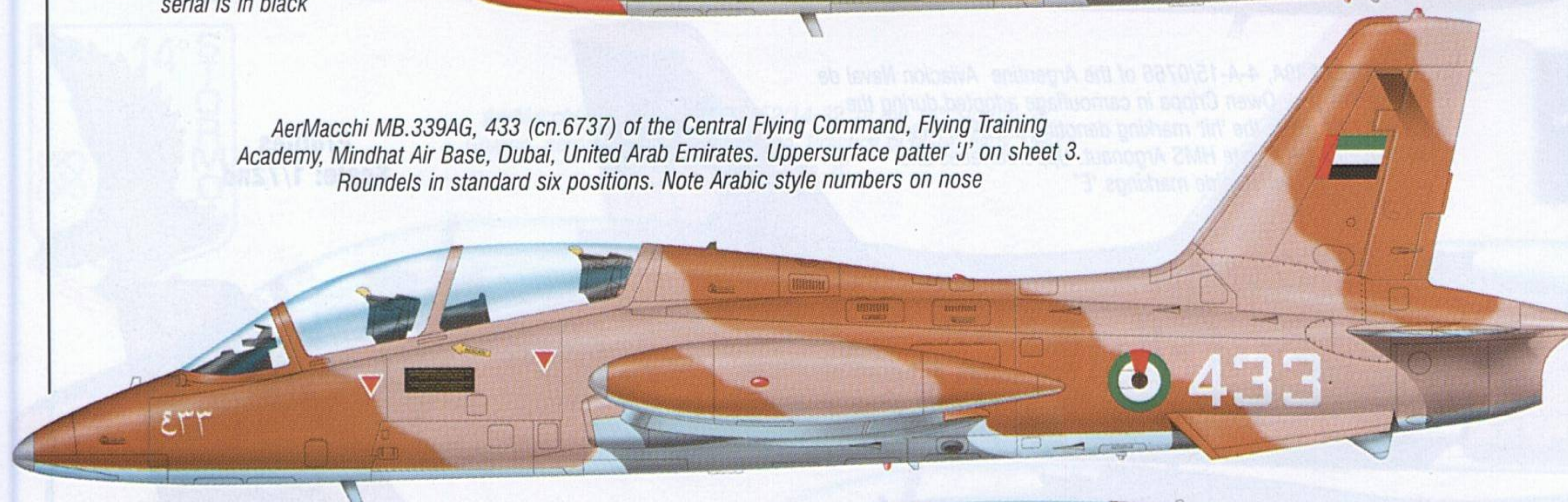


Above: AerMacchi MB.339AE, M34-06 (cn.6698) of the 3FTC (Flying Training Centre), Royal Malaysian Air Force based at Kuantan. Note the very small roundels on fuselage. Plan view 'G' shows the roundel on the port wing and serial on the starboard wing in white. Undersides similar, though serial is in black



Above: AerMacchi MB.339A, NAF-301 of the Advanced Training Squadron, Air Academy, Nigerian Air Force

AerMacchi MB.339AG, 433 (cn.6737) of the Central Flying Command, Flying Training Academy, Mindhat Air Base, Dubai, United Arab Emirates. Uppersurface patter 'J' on sheet 3. Roundels in standard six positions. Note Arabic style numbers on nose



AerMacchi MB.339CE, ERAF-404 (cn.6874), last example produced for export, delivered in December 1997. Uppersurfaces see 'K' below

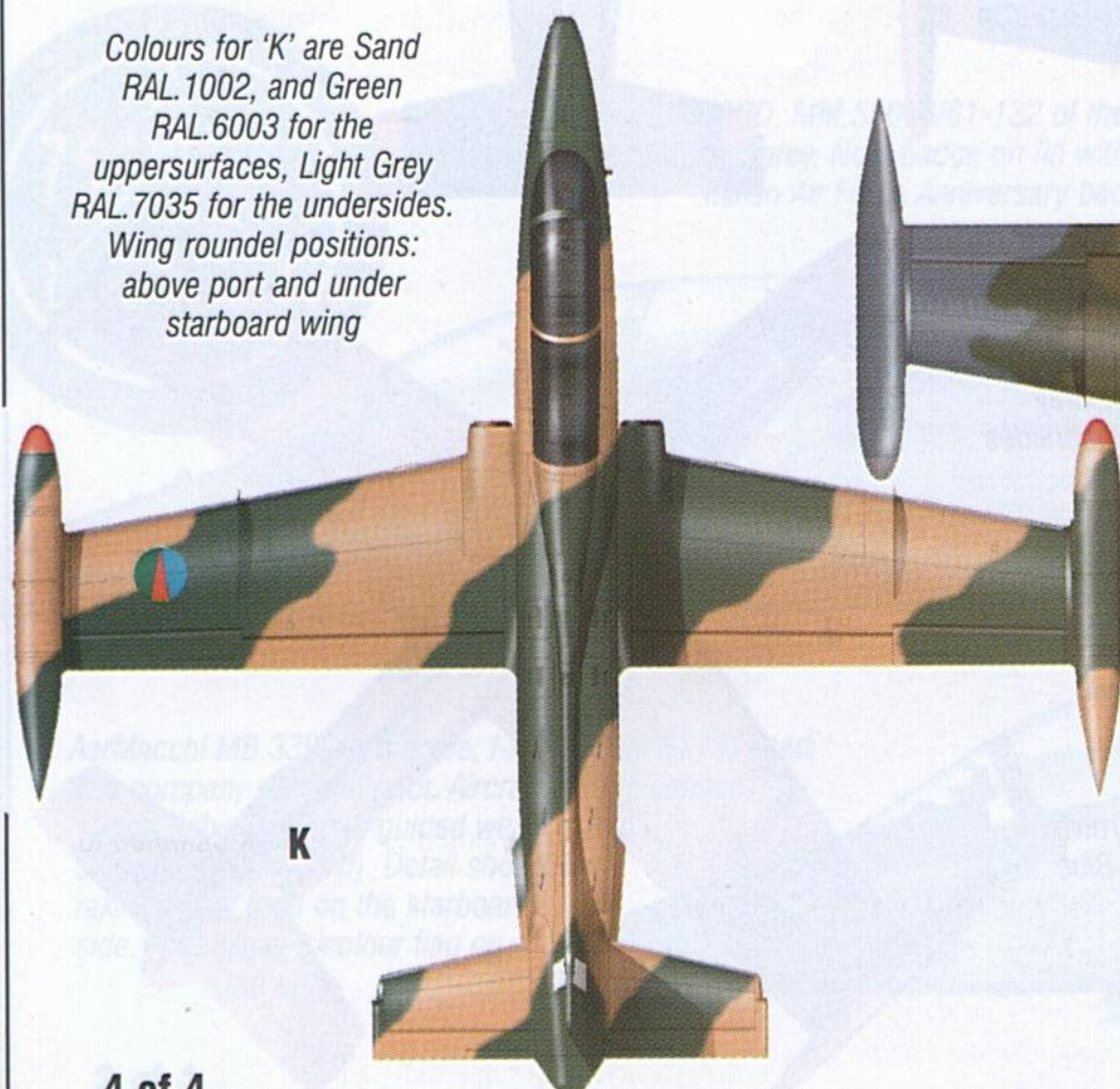


AerMacchi MB.339CB, NZ6470/70 (cn.6801), N° 14 Squadron, New Zealand Air Force, delivered in November 1992. Note wrap-round camouflage; see 'L' below. Wing roundel positions above port and below starboard, Kiwi always facing inboard

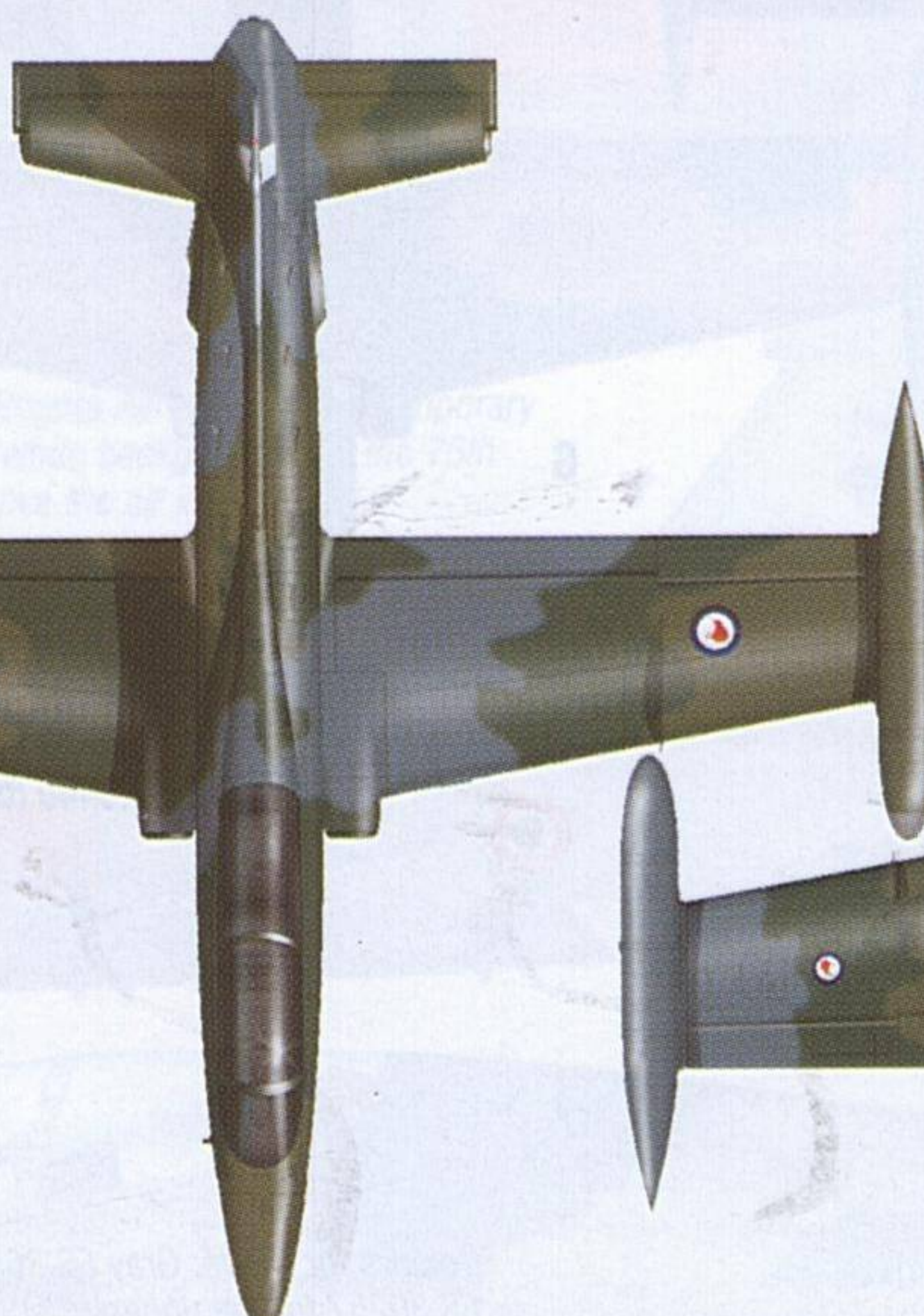


Profiles  
Scale: 1/72nd

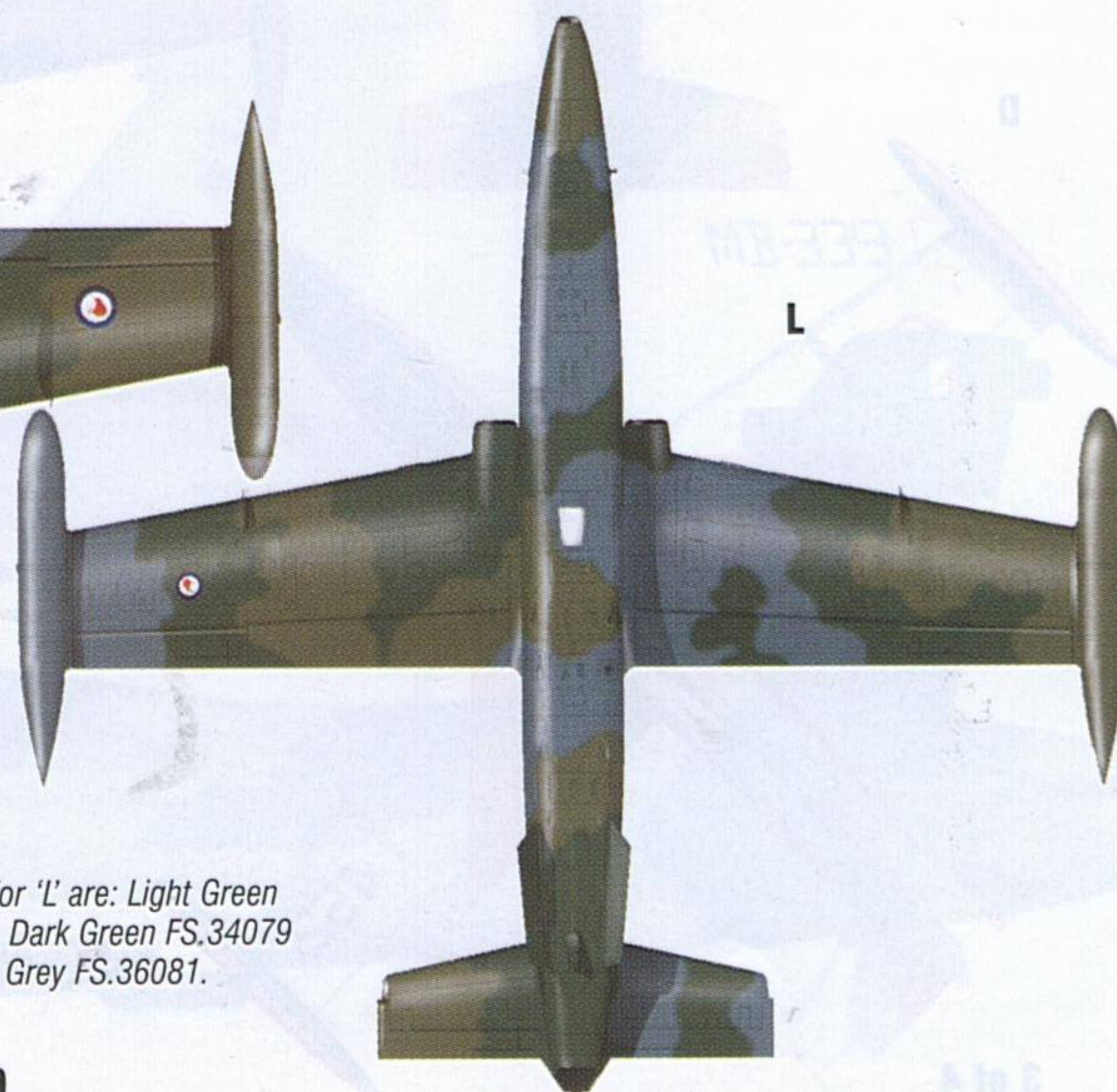
Colours for 'K' are Sand RAL.1002, and Green RAL.6003 for the uppersurfaces, Light Grey RAL.7035 for the undersides. Wing roundel positions: above port and under starboard wing



K



Colours for 'L' are: Light Green FS.34102, Dark Green FS.34079 and Grey FS.36081.



L



for displays – while smaller tanks, containing smoke-generating fuel, are permanently carried under the inboard pylons. The 'Frecce' went operational on the type in 1982 and achieved immediate success everywhere, and still do to this very day.

Four aircraft were converted from AMI MB.339s for *Radiomisure* (radio calibration) and were assigned to the 8a *Squadriglia* of the 14° *Stormo* RM based at Pratica di Mare until withdrawn in the late '80s and reconverted to normal training standard.

### Exports Macchis

Not quite as successful as the previous MB.326 in export sales, the MB.339 still achieved considerable success when one considers that many potential customers were still happy to cling to its faithful, sturdy predecessor. Early interest was expressed by Argentina with the acquisition of ten MB.339ABs for its *Aviacion Naval de l'Armada* (naval air wing). The first, cn.6624, was delivered in November 1980. These aircraft were assigned to the 1a *Esc. Aeronaval de Ataque* (0761-0770 coded 4-A-110 to -119 respectively). After more than ten years, the last example was bought back in 1991 and, in cooperation with Lockheed and Hughes it was modified to meet the United States Air Force (USAF) and United States Navy (USN) requirement for a Joint Primary Aircraft Training System (JPATS). Cn.6633 was thus converted to serve as the AerMacchi-Lockheed T-Bird II demonstrator bearing civil registration I-RAIB and then the American N339L. Fitted with a 4,000lb.st Viper 680-582 engine it took to the air on April 8, 1992. Choice of the Raytheon Beech Mk.II brought this project to an end in June 1995.

The Argentine MB.339s saw operational service during the Falklands War; on the official announcement of the landings by Argentine forces on April 2, 1982, the MB.339s were repainted in camouflage on the upper surface while the undersides remained in white. The first two MB.339As landed at the *Malvinas* — as the Falklands Islands are referred to by the Argentinians — on April 23, 1982 while their first official operational sortie was carried out on May 3. *Capitan* Molteni and *Teniente de Fregata* Benitez were ordered to intercept a British helicopter carrier reported sailing some 60 miles offshore but failed to locate the target. On return, one of the aircraft suffered a heavy landing, and although Benitez ejected he was accidentally killed on hitting the ground. More MB.339s arrived at Puerto Argentino and their main success was notched up on May 21 when *Teniente de*

*Navio Owen Crippa* flying MB.339A 4-A-115 scored the first hits on the frigate *Argonaut*, causing extensive damage to the ship. Apart from the landing accident already mentioned, another machine was lost to anti-aircraft fire. Three aircraft left behind and captured by British forces, were discovered in a dilapidated state, as two of them had been used as spares to keep the others flying. In 40 days of fighting, the AerMacchis could only mount some 10 operations in a theatre which clearly did not suit a training machine with such limited attack capabilities.

Second export order came from another South American customer, Peru. Between November 1981 and August of the following year, 16 MB.339AC (452-496) were delivered to that country while January 1983 marked the initial delivery of 12 MB.339AE to Malaysia (M-34-01 to -12). Seven MB.339AGs (431-437) went to Dubai as from March 1984, while 12 examples were sold to Nigeria (NAF-301 to -312), the first MB.339AF being delivered in January of 1985. Next in line was Ghana, with four examples (G800-GG803), two MB.339AHs being delivered in December of 1987, another in October 1994 and finally one more in March 1995.



Flight line of the *Reparto Volo Sperimentale/311° Gruppo* at Pratica di Mare. Note how the orange weathers to a light salmon pink; RS-27 in the foreground has been zapped with an unusual badge, showing a black panther's head (Majorana, via RJ Caruana)

### A T-Bird With Sharper Claws

A new lease of life was given to the MB.339 when AerMacchi proposed an upgraded version which was generally based on its earlier I-GROW demonstrator. It was powered by a Viper 680-43 engine of 4,400lb.st, featured enlarged tip tanks and a substantially improved avionics suite. This includes a Litton LR80 twin-gyro inertial platform, GEC Avionics 620K TACAN system, GEC AD-660 Doppler velocity sensor, Kaiser Sabre Head Up Display (HUD) and Weapons Aiming Computer, stores management system, FIAR/Ericsson P.0702 laser rangefinder in the nose, Aeritalia multi-



AerMacchi MB.339C prototype, I-AMDA, in its striking camouflage scheme, during its Asia and Australia tour (January-March 1988). It is here seen at Darwin in company with an F-18 of the Royal Australian Air Force (Gianni Cattaneo)

fuction CRT display enabling the operational use of the Maverick AGM-65 air-to-surface missile, Elettronica ELT-156 radar warning receiver and Honeywell radar altimeter. Other weapons which could be carried included the Marte 2 or other laser-guided bombs.

The 161st aircraft off the production line was modified as MB.339C prototype and flew for the first time on December 17, 1985, bearing civilian registration I-AMDA wearing a striking Blue/Grey camouflage scheme. The Italian airforce at first opted for 20 examples and cn.6783 was built to this standard. Registered as I-TRON it made its first flight on November 8, 1989, but the sole

purchaser of this version was New Zealand, as replacement of the BAC Strikemasters then in service. Deliveries of 18 MB.339CBs (NZ6460-6477) to that country began in March 1991 and ended in December 1993; the third machine in this block, NZ6462 was, in fact, I-TRON which was converted to CB standard. These aircraft went to N° 14 Squadron based at Ohakea.

Recognising the sound basis of the new version, the AMI decided to go for a more dedicated version, awarding AerMacchi a contract to provide the MB.339C with a secondary military role enabling it to carry and launch the OTO Melara Marte 2A anti-shiping missile in conjunction with launch data provided by Atlantic 1 maritime reconnaissance aircraft. A converted MB.339A was used for trials with this weapon system, which began on April 24, 1991 at the Salto di Quirra firing range in Sardinia. This version is powered by a Viper 632-43, and its electronics suite is even more sophisticated than that envisaged for the original 339C, based on a MIL-1553B digital databus. Among other things this includes an Electronic Flight Instrumentation System (EFIS) cockpit with Hands On Throttle and Stick (HOTAS) controls, wide angle HUD and three Multi-Function liquid-crystal displays.

A converted MB.339A in this form flew

for the first time on April 24, 1996.

Originally the AMI had intended to upgrade and modify existing MB.339As; instead it opted for the acquisition of 15 new-build MB.339CDs (MM.55062-55076), the first example (MM.55062) joining AMI service in June 1997, with deliveries to the 61° *Stormo* at Lecce being completed in July 1998. The only export order for this version consisted of six examples for Eritrea (ERAF-404 to -409) which were delivered between December 1996 and December 1997.

A single-seat derivative of the MB.339 seemed to make sense but unfortunately failed to materialise. Flying for the first time on May 30, 1980, the aircraft featured a redesigned nose section armed with a pair of 30mm DEFA cannon with 150 rounds per gun (rpg) faired into the fuselage and wing root. Its uprated Viper 680-43, which provided an additional 450lb.st, improved the aircraft's performance in all parameters. Designated MB.339K 'Veltro 2', the prototype (I-BITE) was built as a private venture originally powered by the standard Viper 632-43, the upgraded engine being installed later.

Increased space in the forward fuselage permitted more space for avionics, including an integrated nav/attack system, stores management system and weapon aiming computer, apart from an auxiliary fuel tank. Notwithstanding extensive marketing and years of development, the 339K failed to achieve any orders and the programme was abandoned. However, experience gained from it must have served AerMacchi well when it came to develop the 'C' series.

A walk round the real thing, as I had the pleasure to do on several occasions, gives the impression of a clean and business-like, though compact, aircraft. There's AerMacchi experience written all over it, and I believe that it has achieved all that was expected of it, and possibly more. It could very well be that its direct competitor is not to be found in any of the larger advanced trainers, such as the Hawk or AlphaJet, but in the durability and strength built into its predecessor, the MB.326, which is still flying in many parts of the world. As they say, that's a different story, and one worth considering for the future.

*Richard J. Caruana*

### Acknowledgement:

I'm deeply indebted to Mr Gianni Cattaneo for his cooperation in the preparation of this feature. Mr Cattaneo, who spent so many years in close contact with the aircraft at AerMacchi, provided highly accurate camouflage patterns for all export models together with detailed production and delivery lists, and a number of photos which appear herein.



The only exports of the MB.339C went to Eritrea and to the Royal New Zealand Air Force seen here. The 18 examples which form N° 14 Squadron are designated MB.339CB (Gianni Cattaneo)



**AERMACCHI MB.339AD**  
Port Profile

Note lack of standard wingtip fuel tanks.  
Ferrying tanks carried on outboard pylons, removed for display.  
Small inboard tanks contain smoke-generating fuel and are fixed features.  
Note pair of additional mini wing fences

This version also commonly known as MB.339PAN, used by the Frece Tricolori

Two smoke pipes in exhaust

**AERMACCHI MB.339A**  
Port Profile

A B C D E F

Standard initial production model for Italian Air Force and export

**AERMACCHI MB.339A**  
Starboard Profile

Late production standard; aircraft in service retrofitted with larger tip tanks

**AERMACCHI MB.339K**  
Port Profile

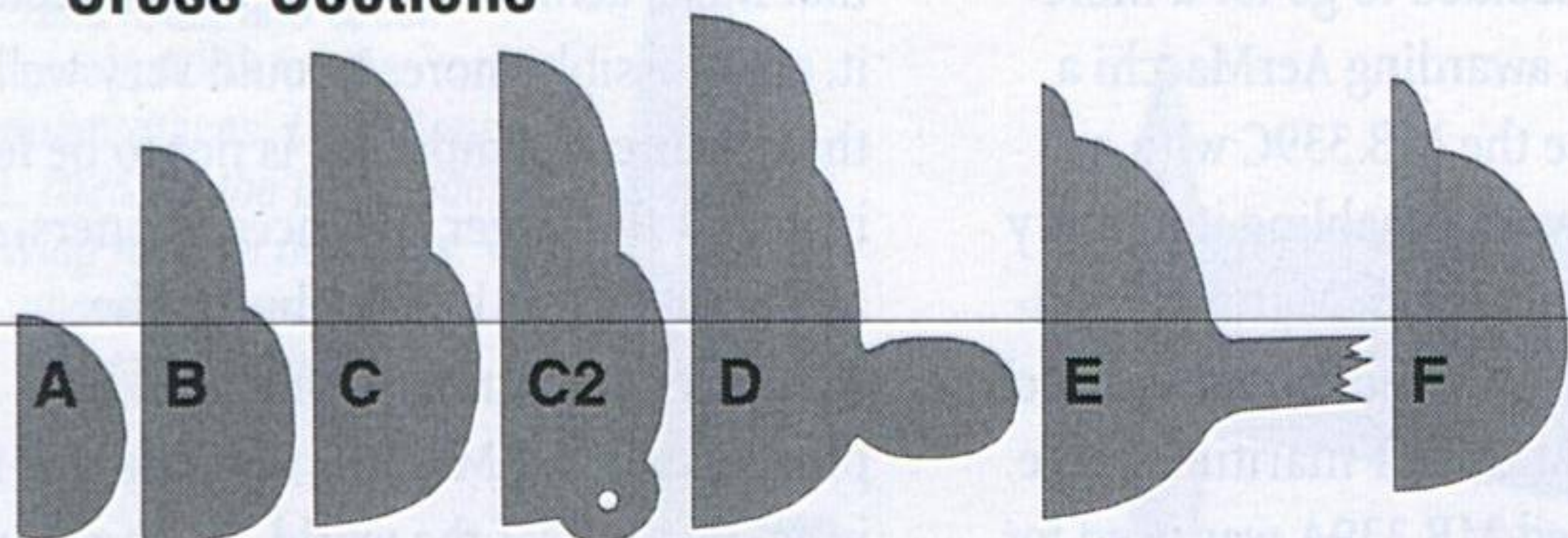
Air intake this side only - not carried on 1st prototype

C2

**AERMACCHI MB.339A**  
Starboard Profile

**AERMACCHI MB.339C**  
Port Profile

**AERMACCHI MB.339**  
Cross-Sections



Final production model for Italian Air Force; only exports Eritrea and New Zealand

**AERMACCHI MB.339A**

Front View  
Aircraft shown in initial production standard

**AERMACCHI MB.339K**  
Front View

Aircraft shown with large tip tanks and loaded underwing pylons

0 metres 1 2  
0 feet 3 6

SCALE - 1:72  
(x 150% for 1:48)



# AerMacchi MB.339

## AERMACCHI MB.339K Upper Plan

*Aircraft shown in original  
standard with  
early-style wingtip tanks*

## AERMACCHI MB.339A Inverted Plan

## AERMACCHI MB.339K Inverted Plan

## AERMACCHI MB.339A Upper Plan

*Wingtip detail of Freccie  
Tricolori MB.339 PAN  
showing the additional  
twin mini fences  
to counter missing  
tip tanks*

**DRAWINGS BY  
RICHARD J. CARUANA  
© 1999**

0 metres 1 2  
0 feet 3 6

**SCALE – 1:72  
(x 150% for 1:48)**

**2 of 2**



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| <b>AIRFIX 1:24</b>               |            |            |
| JUNKERS STUKA                    | WAS £49.99 | NOW £37.99 |
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| <b>AMT/ERTL SPECIAL OFFERS!!</b> |            |            |
| <b>AMT/ERTL 1:72</b>             |            |            |
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| <b>SHANGHAI DRAGON 1:144</b>     |            |            |
| F/A-18C HORNET                   |            |            |
| <b>SHANGHAI DRAGON 1:72</b>      |            |            |
| HEINKEL He 219A-0 UHU            | £21.00     |            |
| Do 335B-6 ARROW                  | £21.00     |            |
| <b>SHANGHAI DRAGON 1:48</b>      |            |            |
| Ju 88C-6 ZERSTORER               | WAS £27.50 | NOW £19.99 |
| Ho 229A-1 FLYING WING            | £16.99     |            |
| Me 262A-1/A INTERCEPTOR          | £16.99     |            |

|                              |            |            |
|------------------------------|------------|------------|
| <b>ICM 1:48</b>              |            |            |
| Yak-7A SINGLE SEATFIGHTER    | £9.99      |            |
| Yak-7V TWO SEAT TRAINER      | £9.99      |            |
| RUSSIAN PILOT FIGURES WWII   | £5.49      |            |
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| OV-10 BRONCO                 | £4.99      |            |
| SPITFIRE Mk XIVC             | WAS £4.99  | NOW £2.99  |
| B-24H ARIES                  | WAS £18.99 | NOW £9.99  |
| B-24H GEMINI                 | WAS £18.99 | NOW £9.99  |
| <b>ACADEMY 1:48</b>          |            |            |
| Su-27 UB FLANKER C           | WAS £26.50 | NOW £19.99 |
| P-38L PATHFINDER             | WAS £14.99 | NOW £8.99  |
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| SPITFIRE Mk XIV              | WAS £13.99 | NOW £8.99  |
| XF5F-1 SKYROCKET             | £13.99     |            |
| <b>ITALERI 1:72</b>          |            |            |
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| ANTONOV AN-2 GUNSHIP         | £7.99      |            |
| KA-60 TANKER INTRUDER        | £7.99      |            |
| CORSAIR F4U-4B               | £3.50      |            |
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| B-57B CANBERRA               | £7.99      |            |
| SPITFIRE Mk VB               | £7.99      |            |
| F-100F SUPER SABRE TWIN SEAT | £7.99      |            |
| H-21C SHAWNEE                | £7.99      |            |
| <b>ITALERI 1:48</b>          |            |            |
| RAH-166 COMANCHE             | £9.99      |            |
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| AH-1S SUPER COBRA            | £9.99      |            |
| F-22 RAPTOR                  | £11.99     |            |
| OH-13S COAST GUARD           | £9.99      |            |
| <b>ITALERI LTD EDITIONS</b>  |            |            |
| Me 323D-1 GIGANT 1:72        | £25.00     |            |
| Ju 86D 1:72                  | £9.50      |            |
| <b>TAMIYA 1:32</b>           |            |            |
| F-15C                        | WAS £84.99 | NOW £69.99 |
| F-15E                        | WAS £79.99 | NOW £69.99 |
| F-4C/D                       | WAS £69.99 | NOW £49.99 |
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| <b>TAMIYA 1:48</b>           |            |            |
| FAIRY SWORDFISH              | £47.50     |            |
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| F4U-1D CORSAIR               | £15.99     |            |
| BEAUFIGHTER TF Mk X          | £24.99     |            |
| <b>TAMIYA 1:72</b>           |            |            |
| F-84G THUNDERJET             | £8.99      |            |
| <b>MPM 1:72</b>              |            |            |
| MESSERSCHMITT Bf 109H-1      | £9.65      |            |
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| TUPOLEV SB.2 M100/B-71       | £9.99      |            |
| <b>MPM 1:48</b>              |            |            |
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| Fw 190S                      | £14.99     |            |
| Bf 109T-1/T-2                | £19.99     |            |
| <b>OCIDENTAL 1:48</b>        |            |            |
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| SPITFIRE Mk IX                      | £13.99 |
| <b>TESTORS 1:32</b>                 |        |
| F-117A STEALTH                      | £19.99 |
| LOCKHEED YF-22                      | £19.99 |
| <b>TOKO 1:72</b>                    |        |
| NIEUPORT 11                         | £3.99  |
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| <b>PROMODELLER 1:48</b>             |        |
| Ju 52/3M TRANSPORT                  | £36.99 |
| Ju 88A-4 BOMBER                     | £26.99 |
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| DASSAULT RAFALE M                   | £14.99 |
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| BELL UH-1D 'HEERESFLIEGER'          | £9.99  |
| <b>REVELL 1:72</b>                  |        |
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| <b>REVELL 1:144</b>                 |        |
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| AIRCRAFT WEAPONS 1                  | £4.00  |
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| <b>HASEGAWA 1:48</b>                |        |
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# B-24D Liberator

## Part 1

by Arthur R. Silen

**ACADEMY**  
HOBBY MODEL KITS

**B-24D-11-CO; Serial No.41-23711**

**'Jerks Natural', Aircraft 'B', 328th BS, 93rd BG, 8th AF, England, 1943**

1/72nd  
SCALE

**L**ike many others, I operate on the principle that a model without interior detail tells only part of the aircraft's story; and indeed, it is the detail that makes the model come alive to reveal the human drama beyond the mere rendering of an object. Not only is the working space tight, but the modeller must compensate for the construction materials themselves by creating interior features as they appear in a scale appropriate to their setting. So this B-24 project was an on-going research project from beginning to end.

I began with the idea that the B-24D is one of the few aircraft where one can stand at several vantage points from the nose to the tail, and most particularly through the bomb bay, and view every significant interior feature of the air-plane. The B-24 is a large airplane that even in 1/72nd scale would allow me to fully develop the kind of detail I wished to bring to it, and the viewable crew stations and large, open wheel bays in the wing simply beg for additional detailing.

Surprisingly, my biggest problems lay in getting good, accurate information. Books detailing exterior finish and nose art are legion, and here and there are photographs of cockpits and other crew compartments. The only currently published work that addresses these matters in any reasonable detail is the B-24D Flight Manual, which proved to be an invaluable resource. Note, however, that the structural members depicted may not be in evidence on the model, if, as on most combat aircraft, they were entirely concealed beneath the snap-on quilted padding common to many American multi-engine aircraft.

### The Kit

As kits go, the Minicraft B-24 kits are accurate in outline, dimension, and in their depiction of detail features. The few exceptions I note are for the most part minor. Well engineered, the various components come together with minimal need for filling and sanding. The only area

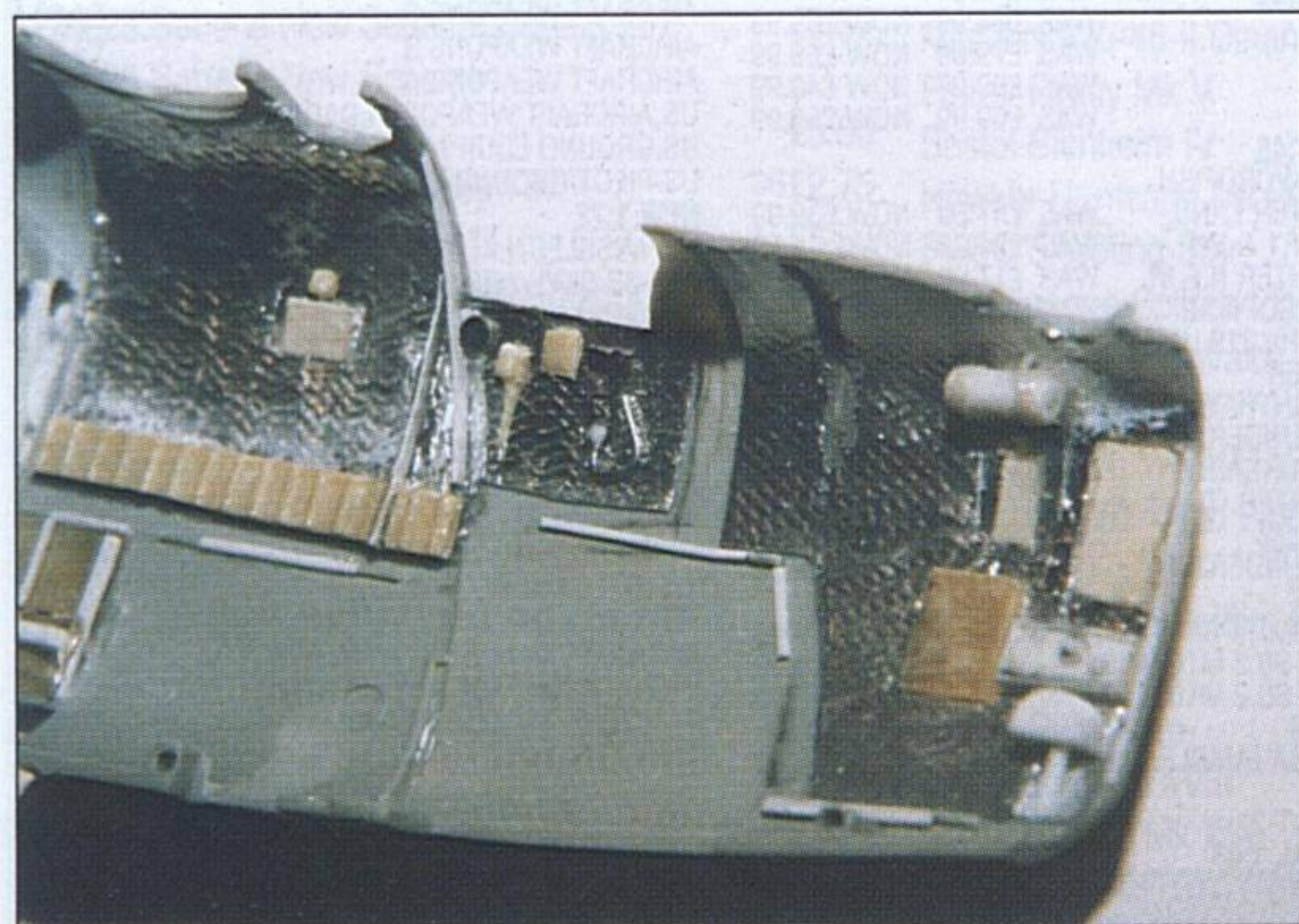


1. Silicon rubber molds used to make various components. From the top (clockwise), cockpit set, radio operator's station radio sets and equipment, flight deck stiffener for radio compartment, switch boxes, pilot's overhead switchbox, bomb sight and bombardier's kneeling pad, oxygen tanks, ammunition belts and track, two-piece mold for bomb bay scavenger pumps, and seat belt straps

of any significance that requires filling is the joint where the forward fuselage meets the main fuselage beneath the flight deck. Some concessions were made to manufacturing necessity, but overall the kit and its B-24 stable-mates have no competition. Regrettably, those areas in which Minicraft skimmed, the after-market products industry has not seen fit to supplement. Only one manufacturer, Eduard, has seen fit to develop and market detail sets for the flight deck, gun turrets and bomb bay. These, and other sets from Squadron and True Details are discussed below.

### Construction

Allow me to say at the outset that this was one project where a well-calculated sequence of work was not laid out and followed. Far from it. Some work I re-did as new information became available or because I was only then mastering new methods and techniques. As it happened, work progressed on several fronts at once, with test fitting on-going at all times. After the model is painted is no time to discover that the landing gear struts do not quite fit.



2. Port side of the flight deck and nose section showing simulated quilted padding and location of equipment and oxygen pipes. Forward is the Bombardier's switch panel, intervalometer and bomb release quadrant. Above the windows is a tubular map case. Separating the radio operator's station from the flight deck are structural members with a metal stiffener along the floor

On this project I took advantage of power tools to shape and fit various components. Ordinarily I avoid electric drills, grinders and the like because they generate excessive heat (after a second or two your grinding bit is immersed in a blob of molten plastic) and they generate too much torque. And, Murphy's Law ("That which can go wrong inevitably will, and usually at the worst possible time") applies in spades; one inadvertent slip, or the grinder bit catches the plastic in the wrong way, and the kit you just spent £20 on buys the farm. I was pleasantly surprised, however, to discover that some electric tools do indeed make a significant difference, making the job easier without risking damage to the work or having to mortgage the family home. For example, several items I purchased from Micro-Mark (340 Snyder Avenue, Berkeley Heights NJ 07922-1595; Telephone 908.464.6764; Fax 908.464.9383) made

reciprocating micro power sander (Catalog #81266) which, if carefully used, permits one to set-sand seams in a fraction of the normal time, and with much less risk of damaging something from excessive pressure. I used 400 and 600 grade wet'n'dry automotive sandpaper. I discovered that I could use double-sides tape to fix the sandpaper to the snap-in sanding tips. These could be dipped in a small dish of water and detergent. Even better, 3M Corporation markets a sponge-like double-sided mounting tape, which is just about perfect for the job. The tape provides sufficient cushioning so that sandpaper remains usable for longer periods of time, and helps to avoid flat spots on curved surfaces. As the machine reciprocates at about 6,000 rpm only a very light touch is needed. I found the tool particularly useful in reducing panel lines and joints sealed with gap-filling cyano. The Wahl Mini Sander/Filer (Catalog



3. Starboard side of flight deck with co-pilot's panel. Yet to be added is the driftmeter below the navigator's window and space heater

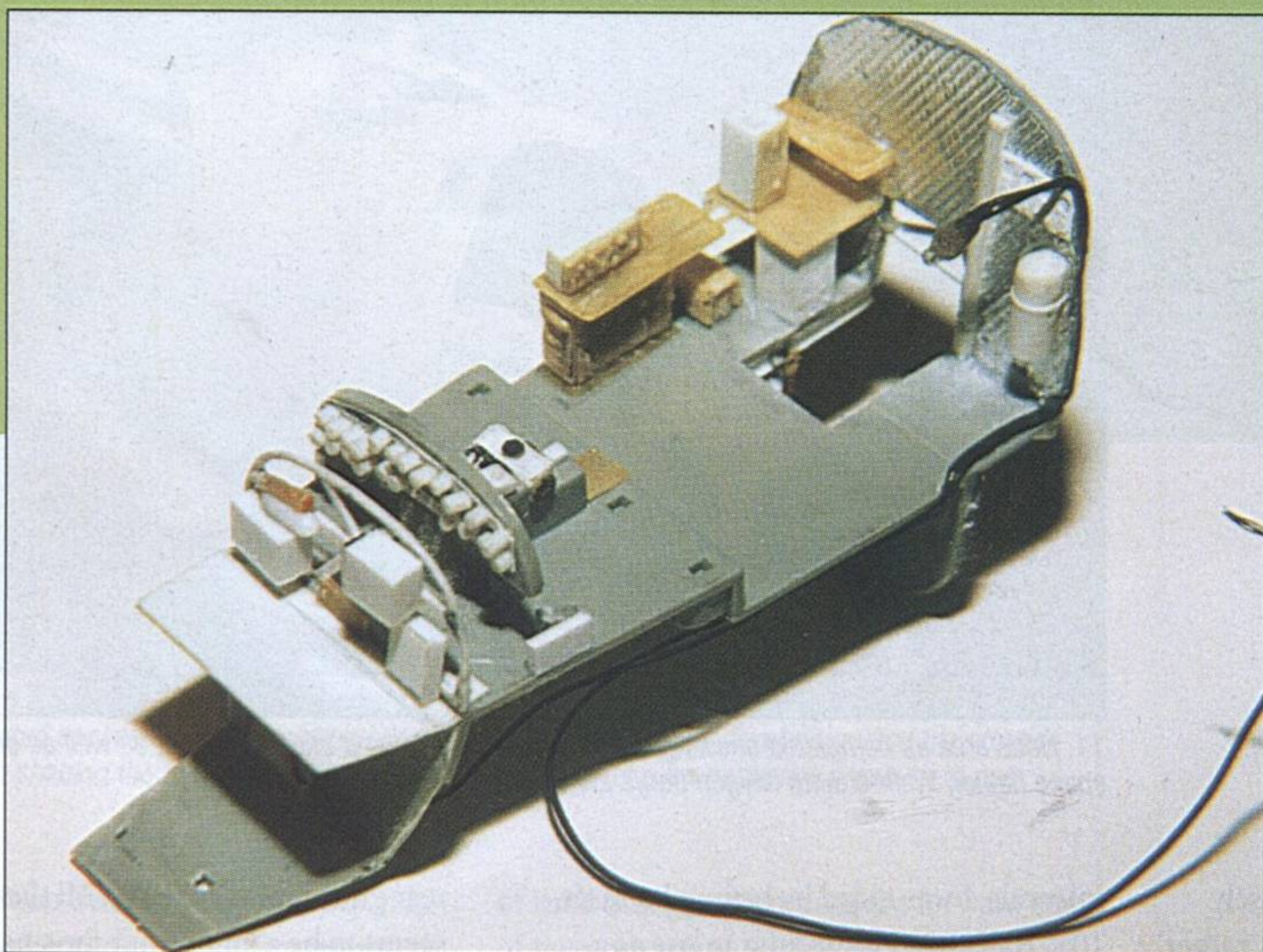
short work of some very sticky problems. By far the most useful for scratch-building and fitting was a pen-sized engraving tool (Catalog #15231) that accepts standard engraving cutters using 3/32in. shanks. This was invaluable in removing excess stock and for detailed shaping of custom parts needed to complete the model. Unlike Dremel tools, heat build-up is not a major problem, and you have finer-tip control for short bursts of cutting power. Again, a light touch is essential, and as the bit turns clockwise, it is a good idea to move the tool from right to left so as not to snag open ends, lest the tool ratchet itself around to the other side leaving a line of tracks gouged into the plastic. Micro-Mark also sells a mini-chuck with a 3/32in. shank that will accept fine wire drills. You can either insert the chuck into the engraving tool or hold the shank between your fingers.

Another highly useful tool is a

#81065 or #81277) is also useful where hand sanding may cause indentations from uneven finger pressure, as when removing cast resin parts from their backing. I can almost hear the grumbling among those who view this as typical American gimmickry, and I sympathise, but consider this, the price of a decent kit has gone stratospheric in the past two decades, and with all the new after-market products available, the cost of doing a first-rate job has hit us all deeply in the pocket. That having been said, it follows that an investment in good tools, even if a bit pricey, can be amortised over a period of years, and we still do a much better job than before.

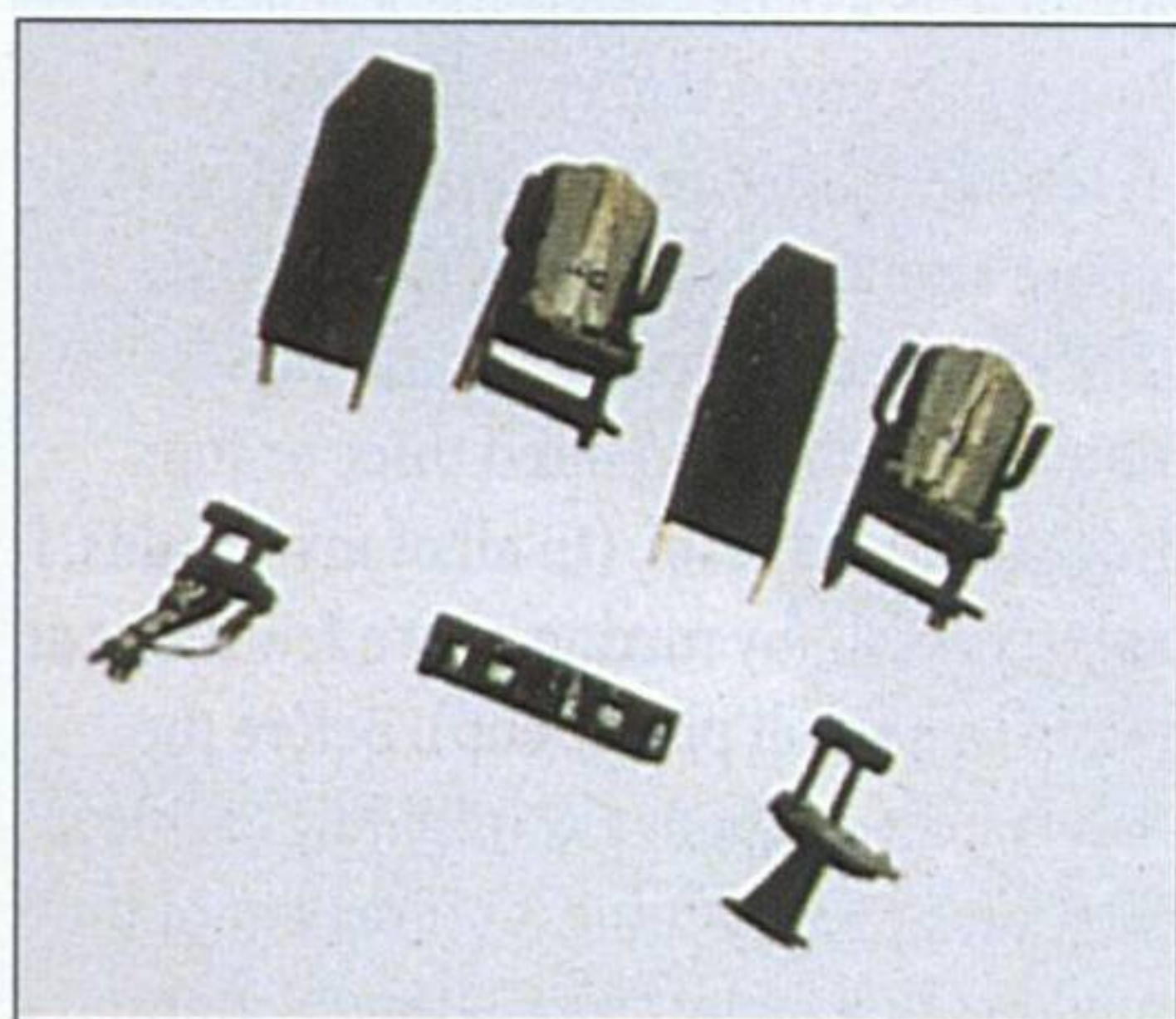
I also experimented with moulds and resin castings. This involved something of a learning curve, with some efforts successful, others less so. I spent many evenings just making part masters for future casting with the idea that it's a whole lot easier to spend





4. Flight deck in preliminary stage of construction. Note the the rear of the cockpit instrument panel can be seen from the nose, and the lattice frame that supports interior structure of the nose compartment. Radio equipment is made from styrene sheet with cast resin facing. At the rear of the radio compartment are the quilted padding, vertical fuel gauge, flight engineer's panel and coffee urn. A miniature light bulb was installed to allow these features to be seen

time doing a first-rate job on the master, rather than a fair-to-good job on the first one, and middling work on the remainder, simply out of boredom from the repetition. This particular project required one-piece open face moulds, as virtually all of the castings had at least one flat side, or, as in the case of the oxygen bottles, the mould was flexible enough to allow the casting to



5. Pilot's, navigator's and radio operator's seats; pilot's rear armour and free-standing radio transmitter tuning units. For ease of installation, the armour plate sheets were provided with locating pins. Pilot's seats had their arm rests fixed in the upright position, as they would be when the aircraft was on the ground

be removed without damage to either one (Photo 1). The nice thing about having these moulds is that they are available for future projects, like the five other B-24 kits I have in storage.

Another technique I use is to impregnate photocopies of drawings with resin, which has the effect of stiffening them while at the same time making them resistant to distortion, snagging or tearing from cutting or from repeated use (Photo 22). To do this I generally mix a drop or two of resin and catalyst together on the paper drawing and work it in with a metal spatula. The resin cures in about three minutes. This technique also offers the possibility of making certain features from paper card stock which when impregnated with resin assume a styrene like character and which can be fixed in place using cyano.

The following description of work is by functional area rather than by specific sequence of construction.

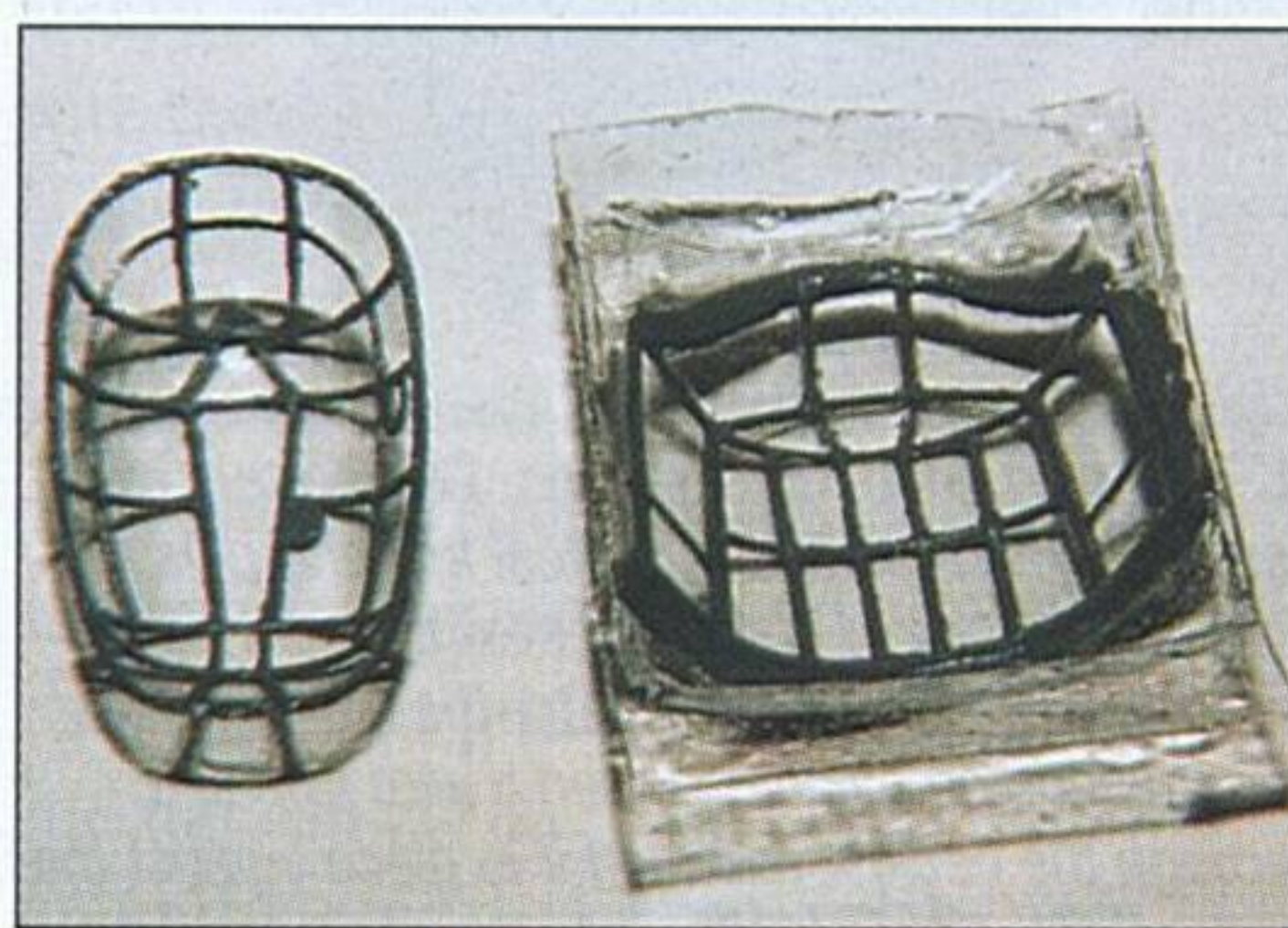
### Cockpit

The instrument panel, centre pedestal details, as well as switch boxes, etc. were from Eduard. I used the older and larger instrument panel, rather than the newer one that comes on the B-24J aircraft set. This is definitely the more accurate, but is too wide to fit comfortably into the cockpit forward of the control pedestal. Getting an acceptable fit involved carefully grooving out cockpit sidewalls to minimal thickness to accommodate the panel, and thinning out the panel shroud to about .010 inch. The control panel itself is slightly reduced in width by judicious sanding. I also simulated the cup-like instrument backings as these can be seen from the nose, at least in the D model.

The centre console was made using the B-24 Flight Manual and the USAAF instructional video as references, and the Eduard trim wheels and power quadrant. I also put in the sliding tracks on which the rudder pedals move. Using castings of the switchboxes, I located them in their appropriate places. I made simulated quilted padding from household aluminium foil. Using plastic sheets of simulated corrugated metal roofing that I obtained from a model railroad shop I pressed a cross-hatched quilted texture onto the foil at about 30° off vertical, using light and variable pressure to achieve this effect (Photo 2 & 3). The foil was then bonded to a heavy model aircraft flying tissue paper called silkspan (but teabag paper will also do nicely) using artists gesso. This allowed the foil to be handled and cut to fit, using patterns I made from bond paper. I used cyano to glue the foil to the cockpit sidewall. The colour of the padded sidewalls may be either a light grey or a reddish beige. I chose the latter for this aircraft as it matched the colours shown in the USAAF instructional film.

The pilot's overhead switchbox and cables were made from cast resin, as were parts for the radio equipment and furnishings. Most of the parts were modelled from USAAF flight and maintenance manuals (Photo 4). Pilot's cockpit seats were modified kit parts with resin or metal seat belts (Photo 5). Rudder

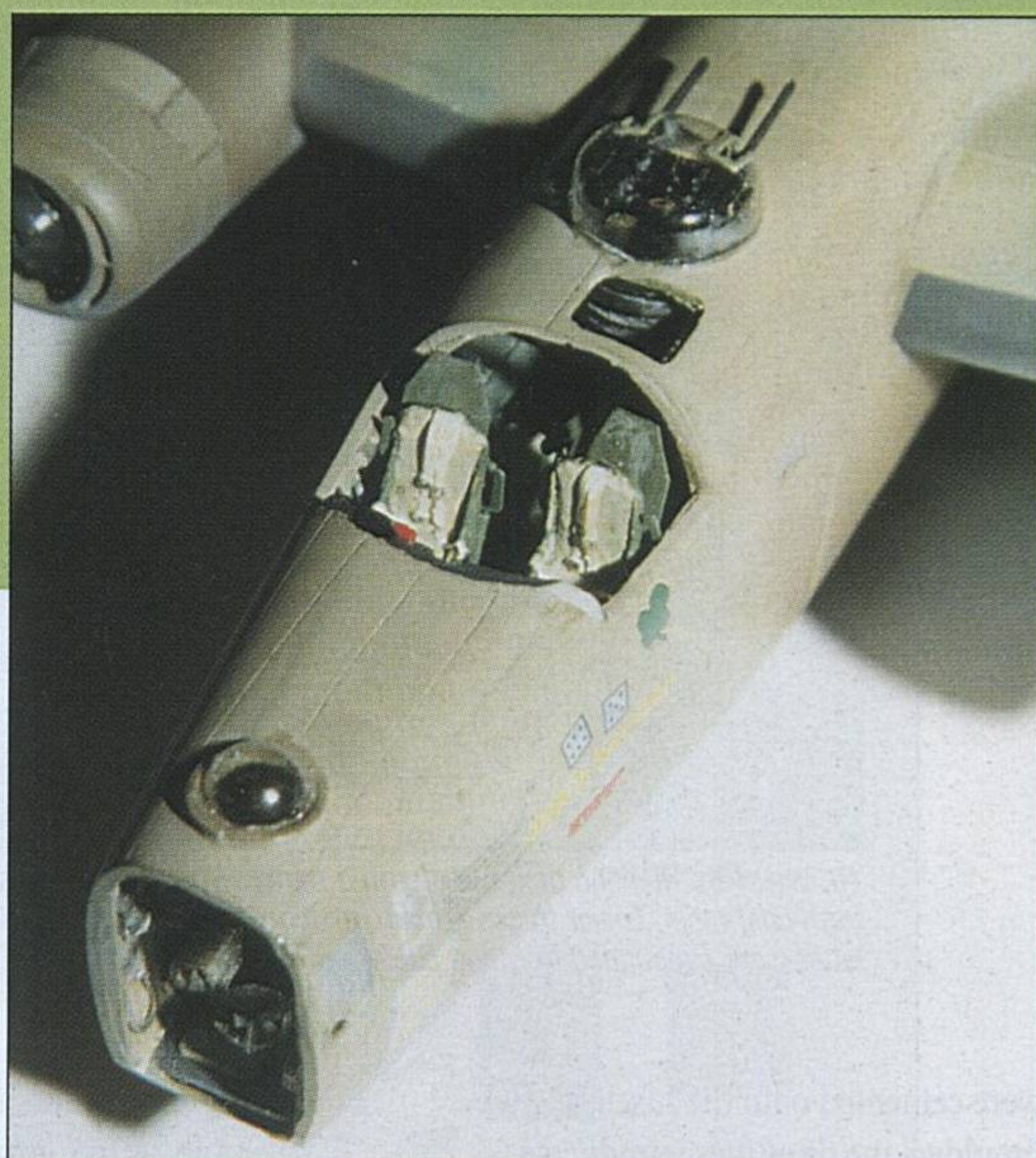
pedals came from Eduard, and the pilots' control wheels were originally modified kit parts but were later replaced with resin and wire ones, because even when modified the kit parts are grossly out of scale. For absolute purists, early model B-24D aircraft used a oval-shaped control wheel rather than the more familiar two-handled yoke common to other aircraft of the era. The rims were easy enough to make by wrapping 28 gauge wire around a shaped form, making a twist-knot at the bottom, soldering the joint, and carefully trimming the knot away. The spokes and shaft were made by making a plastic master, and a putty mould, and pouring resin in around a wire shaft. Getting them all together was rather fussy, but when finished, was quite effective.



7. Nose and cockpit canopies viewed from the inside



7A. Enlarged view of cockpit enclosure and top turret. Join lines were filled with gap-filling cyano and fuselage/windscreen joint was faired in using acrylic modelling paste



6. Cockpit area when painted and completed. Pilot's shoulder harness loops through a retaining clasp at the top of the back rests and down to an adjusting handle at the lower back. The red items on the cockpit sill are the aircraft destruction switches. Visible immediately behind the co-pilots is the radio operators table, and visible through the flight engineer's hatch is the top turret seat back

An inverted vee-shaped structural frame separates the radio compartment and pilots' area at the point where the step occurs. This was simulated by .020 sheet plastic. One edge of the vee follows the angle at the rear of the cockpit enclosure, joining the vertical leg at about the level of the lower edge of the enclosure.

I also made the compass, extinguishing switches on cockpit combing and windshield as these are readily visible from the outside, and armour plate behind seats came from .015 sheet plastic. Oxygen hoses came from a steel-wrapped guitar string, accurately simulating flexible rubber hose (Photo 6).

The canopy enclosure came from the Squadron B-24D set (without the bulged side windows), as did the nose enclosure. The interior framing of the canopy is rather heavy and quite visible from the outside. I simulated it from 1mm Chartpack tape superglued to the interior of the canopy. This was painted black (Photo 7). The outside frames were overlaid with strips of painted decal film matching the exterior finish. When finished each clear part was dipped in acrylic floor polish and allowed to dry in a dust-free environment (Photo 7A).

A major difficulty surfaced as the canopy and in particular the clear nose enclosure,



# B-24D Liberator



10. Waist ammunition boxes and ammo tracks. Note tensioning straps made from cast resin. Lower tracks are ammunition tracks for the nose guns. The latter were suspended from the cabin roof by D-rings

were cemented onto the fuselage. As moulded, the fit of these products is reasonably good, but not nearly as it should be. A grooved joint should be made at the forward edge of the canopy to ensure a close fit. The rear and bottom edges of the canopy have a tendency to curl inward, creating an obvious gap. I filled the joint with gap-filling cyano in small increments using accelerator to simultaneously harden the glue as it was applied. The joint was then filed smooth, polished and re-painted. Ordinarily I might have attached the canopy first and avoided the need to re-do the painting at the joint, but the canopy assembly is rather delicate, and with all the handling that models get when painted, the greater risk was that I would irrevocably damage the canopy then.

## Radio Compartment

I scratchbuilt the SCR 287A radio transmitters and receiver, operator's table and related equipment from cast resin. The coffee urn, vertical fuel gauges and flight engineer's panel were made from sheet plastic. The Eduard seat from the B-24J set was used with a resin cushion and metal seatbelts; and the top gun turret seat and ammunition box was modified Eduard brass. I also wired the interior spaces with micro light bulbs, with lights in the nose, bomb bay and aft fuselage connected to a socket behind the nose wheel opening. The Flight Engineer's emergency access was opened, with a hatch cover made from plastic sheet and glued in place.

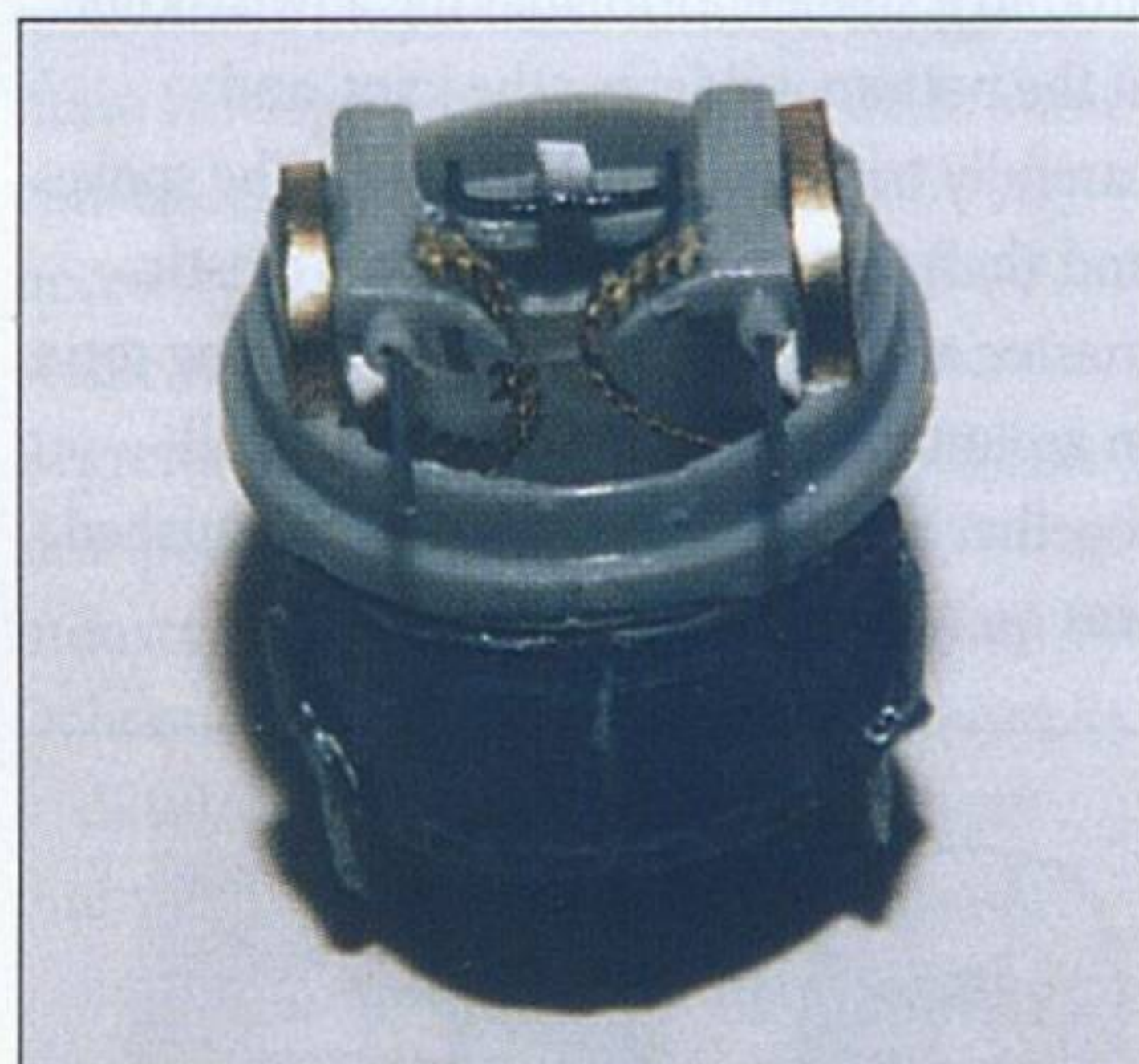


9. Cast resin machine guns for the waist positions and nose apertures. Note that the guns will rest in a sideways down position as ammunition track will attach to the top of the nose compartment

## Top Turret

Squadron astrodome, True Details ammunition belt and scratchbuilt gunsight were used (Photo 8). I also used the Eduard etched-metal gun barrel cooling jackets wrapped around 1/32in. stainless steel tubing (at some point I will replace them with resin gun barrels I made for the flexible waist guns because the six lines of

cooling holes machine gun more closely resemble MG 17 gun cooling jackets, rather than the Browning .50 calibre used by the USAAF). The curved brass ammunition boxes are accurate, and the seat is acceptable but the stirrup bar at the bottom should be replaced with soft wire. The Warbird Tech Series #1, 'Consolidated B-24 Liberator' has a good drawing of the turret mechanism. In all cases, I annealed the brass with a small gas-fired hand torch to remove stiffness and allow easier forming. In some cases, bends were reinforced by soldering. The turret frame was highlighted with Chartpak tape on the inside painted black.



8. Top turret under construction. Gun barrels were removed and replaced with steel locating pins. This allowed me to insert the seat and gun assembly in the turret hole after the fuselage was assembled and painted. I used a wire to pull it through the cockpit and hold it in place against the bottom of the turret hole while the cement cured

## Machine Guns

The Minicraft hand-held Browning 0.5in. machine guns are under-sized; in point of fact, they should be about twice their size. Eduard's B-24J update fret includes parts for the gun receiver sides with and without gun handles, gun mounting brackets and trunions, perforated gun barrel sleeves, and rear gun sights, and within the limits of etched-metal technology, they do a reasonable job. The problem is that when all of this is assembled, the end result doesn't really look right. For that reason I decided to make masters for resin copies. I started with an Italeri gun left over from a B-25 project some years past. This was closer in size to what I needed, but more importantly the gun handles at the rear were better than any other I have seen. I re-made the barrel using 1/16in. brass tubing, drilling 10 cooling holes on alternating sides at 1.5mm



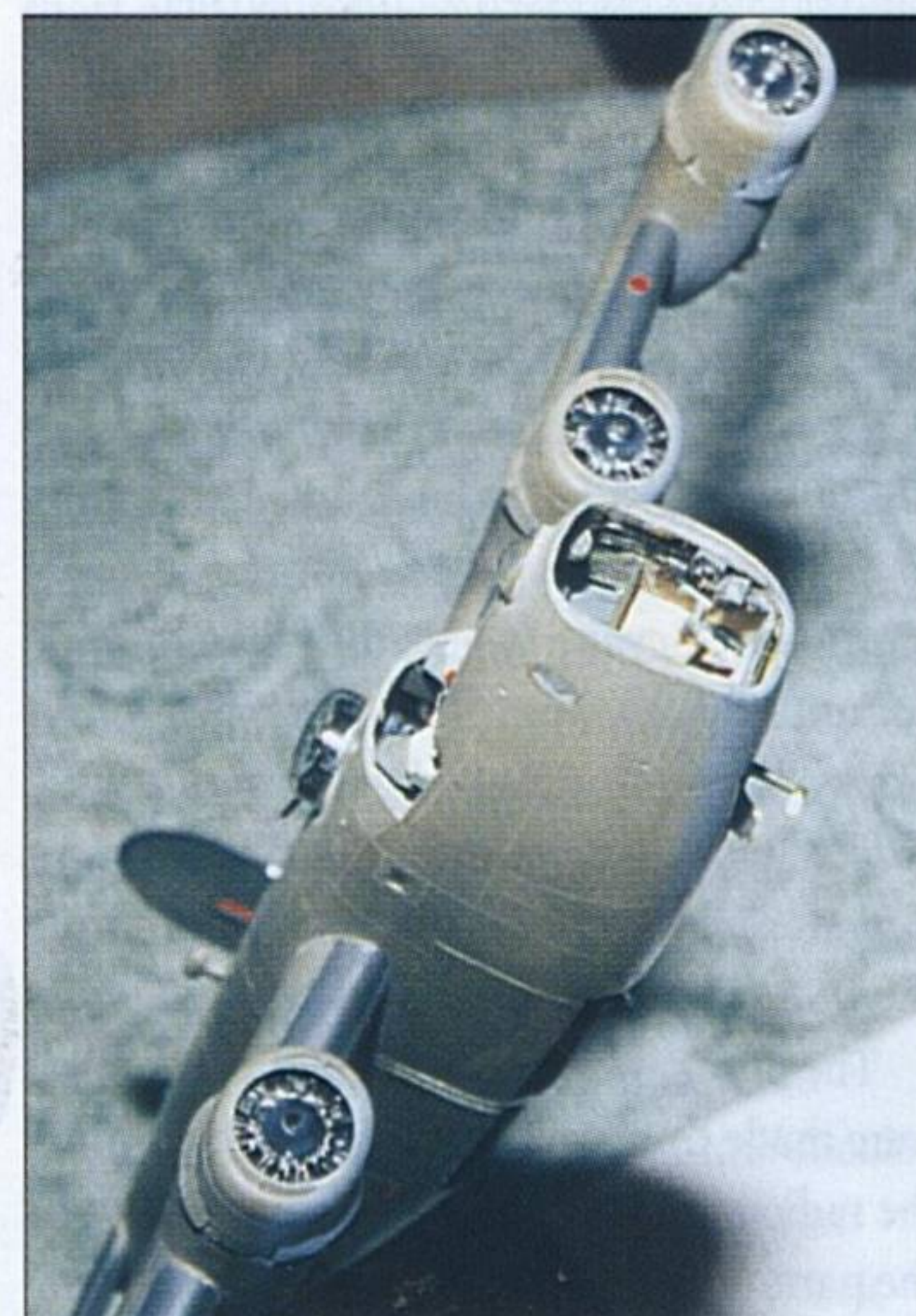
11. Nose area as completed showing the navigator's seat, lamp and map table, as well as driftmeter and space heater. Walk-around oxygen bottle are attached to structural frames

intervals. I was aided by having Letraset 10% Half-tone Plastic Film to use as a marker. The film has parallel lines set at 27.5 to the inch, and at 1/72nd scale, this calculates to about 3.5 scale inches between lines. Wrapping the film around the tube with enough excess so that the film will stick to itself, I marked out the cooling hole locations with a sharp knife. These I then deepened with a file, using a sharp awl to mark the centres for drilling. In an operation like this, a drill press is essential to maintain vertical alignment, and a clamp or pin vise to hold the tubing rigidly in place. I was then able to drill completely through, so that holes on opposite sides of the tube lay parallel, equidistant from each other, and alternating with two other lines of holes laying at 90 degree angles parallel from each other (Photo 13). When drilling was completed I inserted a 1/32in. rod inside the perforated outer sleeve. Once the master was complete I made a one piece silicon rubber mould, making sure that the tip of the barrel exited outside the mould to allow air to escape and to minimise voids. As I poured resin into the mould, I used a silicon rubber pad and gentle pressure to force resin completely through the barrel cavity. After the guns were removed from the mould I cleaned off excess resin and removed unwanted resin from the underside of the gun brackets. When the guns were complete I inserted charging handles made from bent wire into the front ends of the bolt slides, and I installed the

rear gun sights (Photo 9). All the foregoing seems to be a lot of work for small gain, but indeed the effect is striking and especially in the nose and waist where the guns are the focal point of one's attention.

Of equal importance to the machine guns were their ammunition feed tracks. These are flexible linked assemblies opened at the top, and are typically omitted as they extend from ammunition storage boxes to the guns in wide, uneven arcs that are difficult to mould from styrene plastic. The Eduard set includes pieces that when bent to shape make effective looking tracks, but they are too short and lack the proper 'hang'. Of course white metal can be used, but there is a better way. I made a master from a short length of channel-shaped styrene and glued in an equal length of 0.30 calibre ammunition from a True Details set. I then made a one-piece silicon rubber mould into which I poured three or four drops of mixed resin. (In all of my moulds, I conserve resin by mixing only a few drops at a time in a small plastic cup). Before the resin hardens (about 1-2 minutes) I remove the excess by skimming it off the top of the mould with a metal spatula leaving only enough in the mould to fill the depression. Within five minutes the resin sets sufficiently to be removed from the mould, yet it is still flexible enough to bend into the desired shape (Photo 10). I would also point out that this work was done before the fuselage halves were joined together so that the length, "hang" and shape of each chute could be determined with reasonable certainty. This method worked so well that I was able to install resin belts to tie the tracks to the interior framework above the waist windows. (Doing it the other way around involves too much difficulty to even contemplate!)

The ammunition tracks were then cemented to the guns using wire reinforcement. I first drilled two holes at both ends of the shell ejection port on the opposite side and carefully cut a shallow groove between them. After inserting soft wire through the holes to the opposite side I attached the track with cyano, thus assuring a strong bond. This was important because insertion of the completed gun assemblies involved placing a certain amount of stress on the glued joint (with the bends and curves of the ammunition tracks, things never line up exactly right). The end results quite convincingly simulate the weight and



12. Port side of the bombardier's station showing bomb release levers, intervalometer and bombardier's panel





12A. Starboard side of the nose showing where additional work was done. Fairing in the nose glazing required repeated applications of gap-filling cyano to build up the area. A diamond-coated file proved most useful in shaping the hardened cyano, as it did not clog or require excessive pressure to use

sag ammunition belts actually had. My only complaint is that the guns and ammunition tend to obscure the other detail in the compartment. This procedure worked for all flexible guns, including those in the nose enclosure. The nose guns have a peculiar sideways lay, with the ammunition chutes spiralling around and attached to the cabin roof by a hook, and with the rear of the guns suspended from the top of the clear enclosure by tensioning straps. Again, with these components made before the fuselage was assembled, all of the guesswork was removed and the result is highly realistic.

of time filling and sanding the forward edge of the nose trying to get a smooth fit. Ultimately, all surfaces fit except one in the upper right corner, which stood slightly proud of the fuselage at the joint, but I was able to use gap-filling cyano to create a vee-shaped fillet that extended back to the navigator's side window. When cured it was polished down and panel lines were re-scribed (Photo 12A). A word of caution. As this work necessarily occurs after the machine guns in the nose are installed, the key to success is to remove the gun barrels, bore out their respective joints with a wire

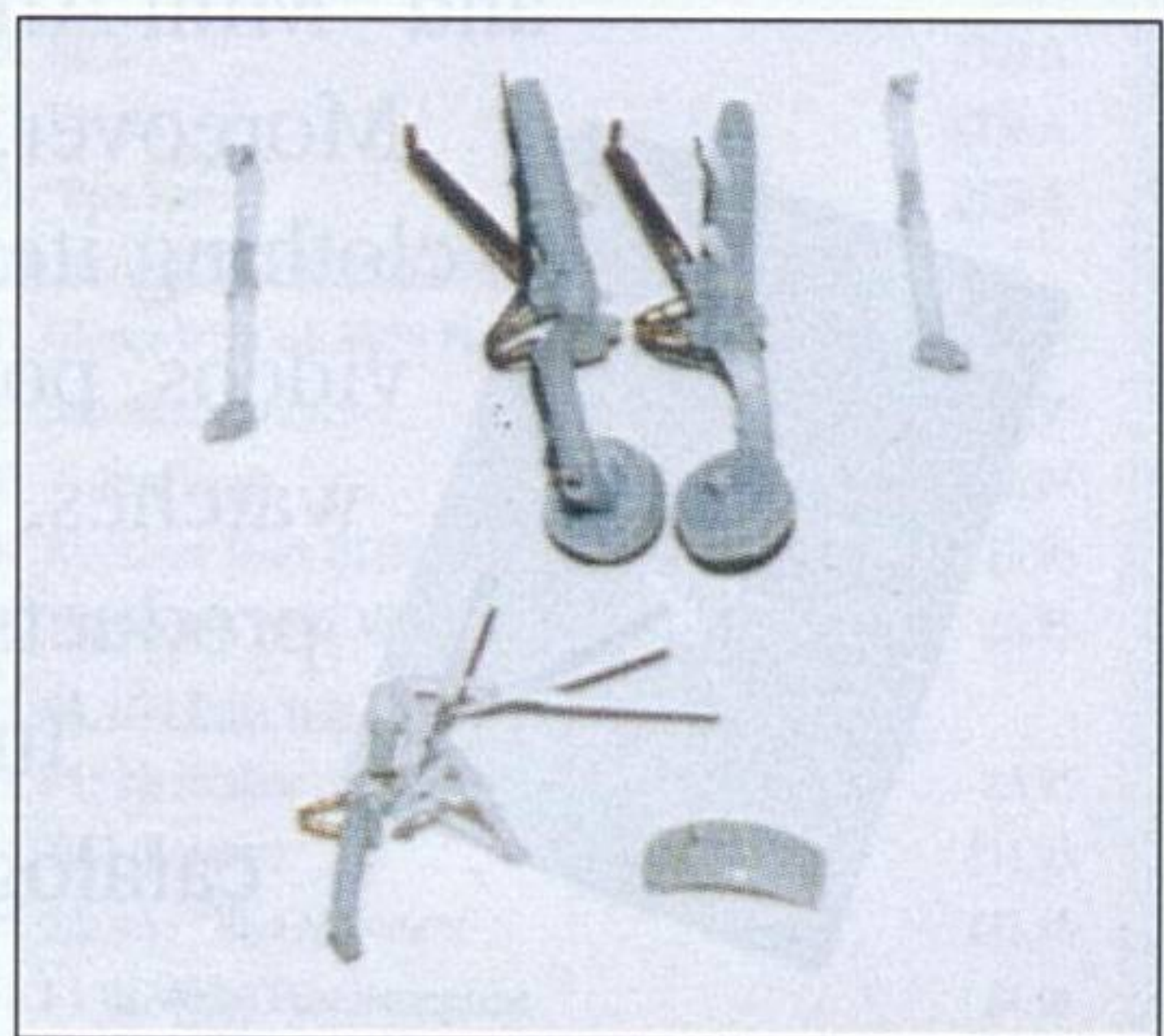


13. Nose enclosure shown to good advantage. The glazing edges were faired into the fuselage and sealed with cyano, after which the obliterated panel lines were re-scribed. Window framing was accomplished with thin strips of decal painting to match the fuselage

### Nose Compartment

Construction is similar to cockpit (N.B. the raised step at the front was removed). Other details include resin/wire bomb sight, bombardier's console, kneeling pad, and equipment, navigator's table, lamp, map case and equipment; resin machine guns and ammunition tracks. Squadron nose glazing and astrodome. I also included bomb door and bomb release levers, space heater, lattice screen between nose and cockpit areas (N.B. there is no 'true' bulkhead between the nose and cockpit) 'canvas' screen between nose and nose wheel compartment (Photos 11 & 12).

Attaching the clear nose enclosure required the same type of effort I describe with the cockpit canopy. Unfortunately the fit on the nose is more problematic, and much to my chagrin, the mating surfaces do not all line up precisely. This is indeed a trap for the unwary, and I spent a great deal



15. Landing gear struts and assemblies after initial construction. The nose wheel compression strut and truss assembly are as they actually appear on the B-24 aircraft

drill and install the gun breeches and ammunition tracks first, again using steel wire as a locating pin. The gun barrels were replaced when the model is nearing completion, as one would do with antennas, pitot tubes, etc. This has the added



23. Drawings, molds and individual components for the landing wheel well

advantage of the wire absorbing stray movement from bumping or handling. I suggest that the sequence of work would be to do the nose first, followed by the cockpit, and only then install the astrodome and upper gun turret (Photo 13).

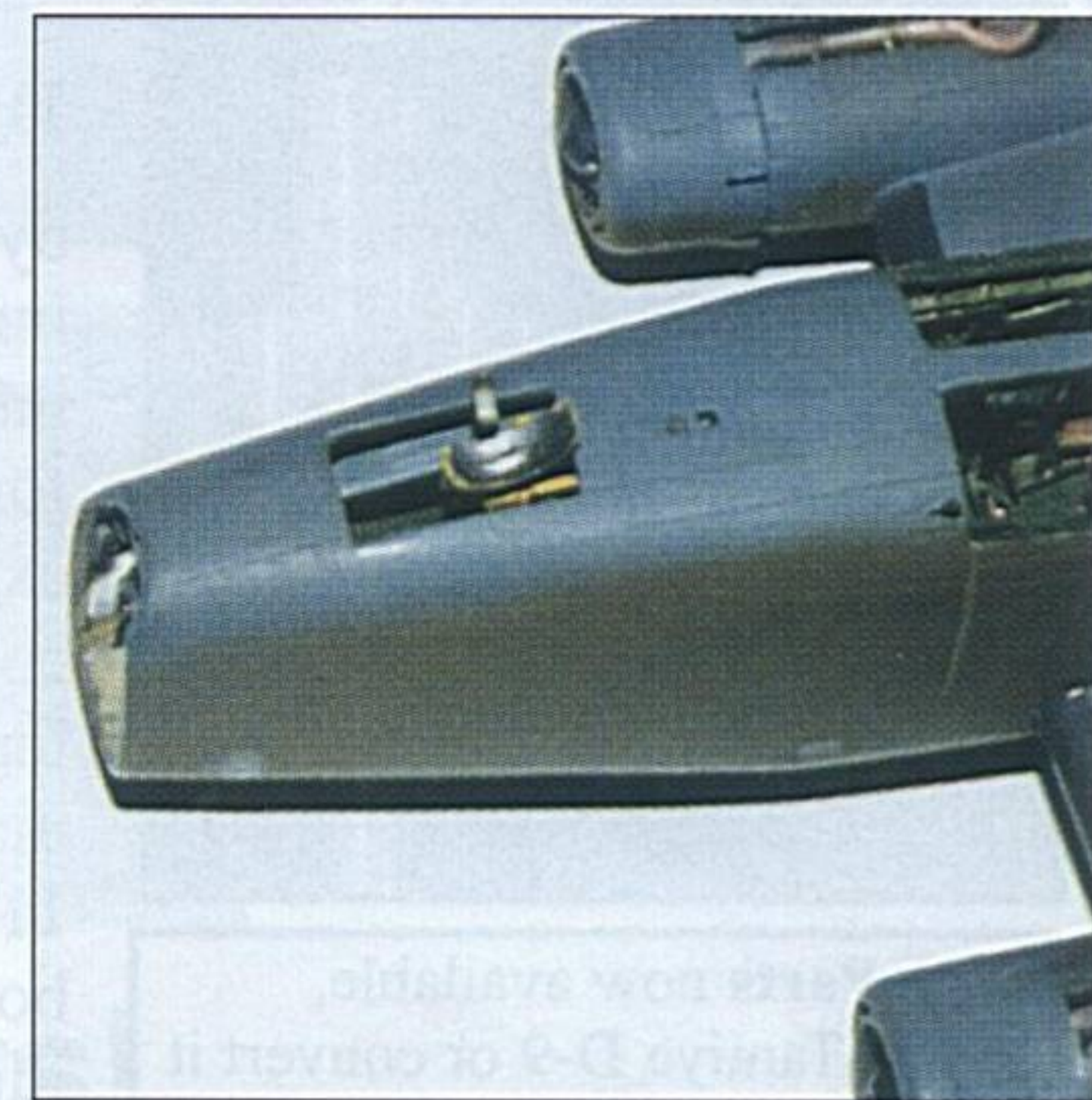
### Nose Wheel Bay

This includes an inward retracting nose wheel doors, and welded truss nose wheel. Specific details include the hydraulic piston raising and lowering gear. In B-24D aircraft, nose wheel doors retract upward and to either side while remaining parallel with the fuselage underside (Photo 14). It is easy to see why the system was changed in the H and later models as in their retracted position, the doors make moving personnel and equipment to and from the nose more than a minor nuisance while at the same time putting the retracting mechanism at risk.

As designed the kit calls for the nose wheel compression strut to be glued to a solid arm extending from a short bulkhead at the rear of the compartment. In the actual aircraft, this bulkhead exists in a much abbreviated form, and the extended nose wheel support is actually a welded steel truss that pivots at the bottom and has two folding struts at the top, allowing the gear to retract (Photo 15). This was difficult to simulate because the truss could not be placed around the support arm. I solved the problem by cutting away the arm at both sides leaving the compression strut, while a scratchbuilt truss was fixed in place on either side. Gap filling cyano was liberally applied to the lower rear portion of the truss-bulkhead joint, and the truss itself provides the necessary rigidity. I used the Eduard torque links for the main and nose landing gear, although I am experimenting with soldered brass or wire links for future projects.

If one wishes, the kit nose wheel/mudflap

assembly can be used as is but as I intended to use the True Details nose wheel, I preferred to remove the mudguard by carefully undercutting where it overlaps the wheel, thin it down by judicious scraping, and detail it by adding cross-wise stiffeners. The effect was very convincing. Be forewarned. The kit nose wheel and the real aircraft share a common weakness and to my great unhappiness, the nose wheel had the bad grace to disconnect itself from the remainder of the undercarriage assembly soon after it was installed. The solution (and this is easily done) is to drill upwards



14. Nose wheel doors in the retracted position. Also visible is the nose wheel mudguard with yellow painted structural members above and behind it

through the wheel, mud flap and compression strut (it cannot be seen) and insert a length of 1/32in. hard brass rod and anchor it to the roof of the nose with cyano. I would recommend doing this from the start as the compression strut is inherently weak and cannot take stress.

*Arthur R. Silen*

### Part 2

Next month Arthur continues his build of the Liberator and also offers details from the B-24 Flight Manual and photographic coverage inside the Collins Foundation's airworthy example.



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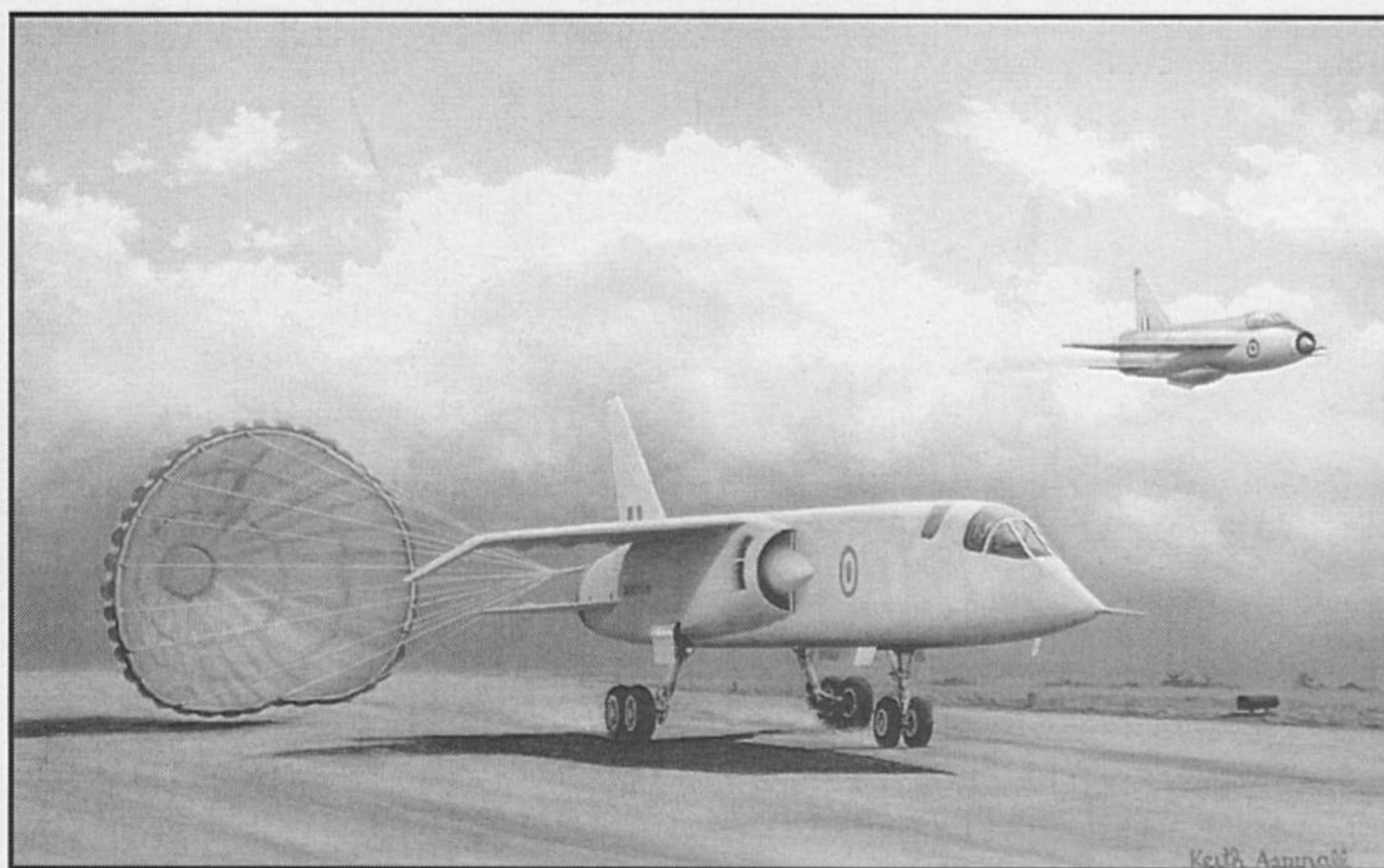
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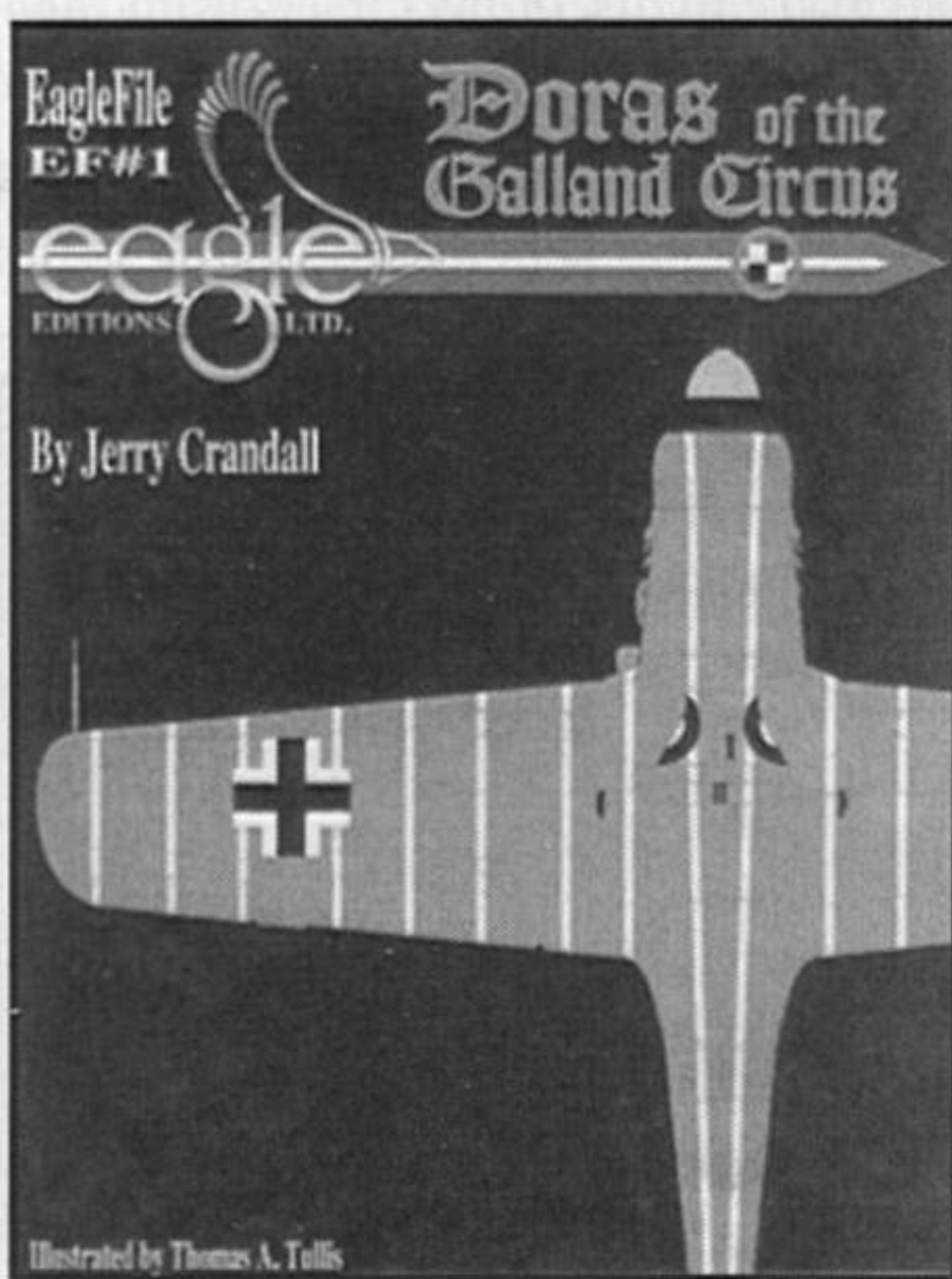
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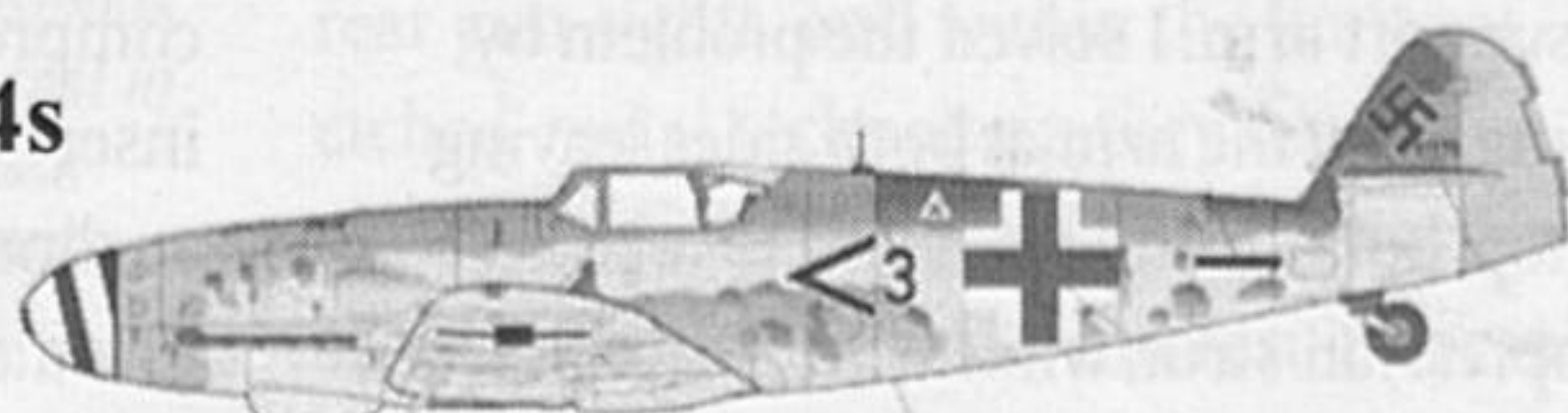
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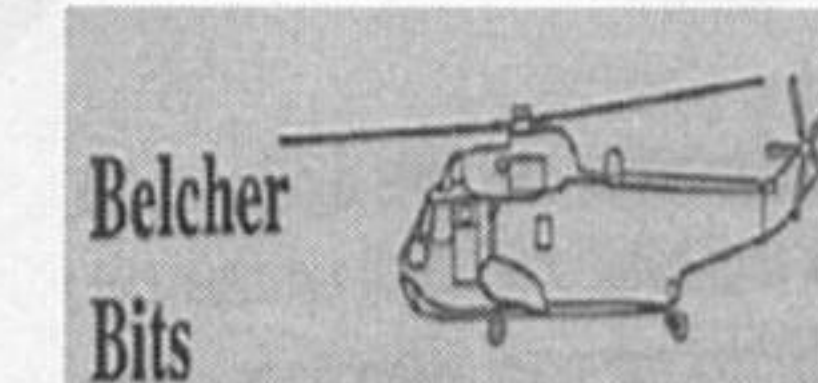
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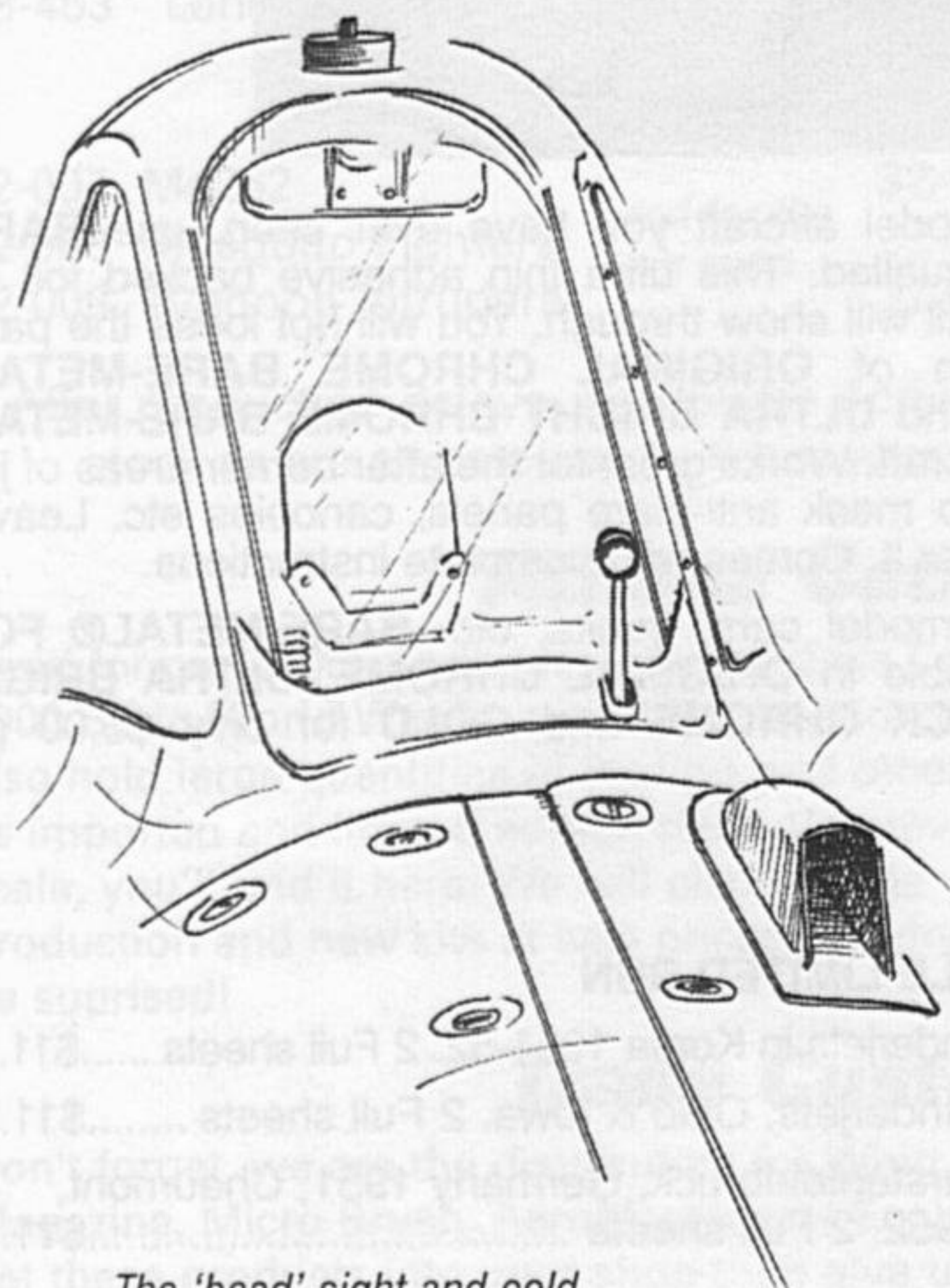


# Pilot's Perspective

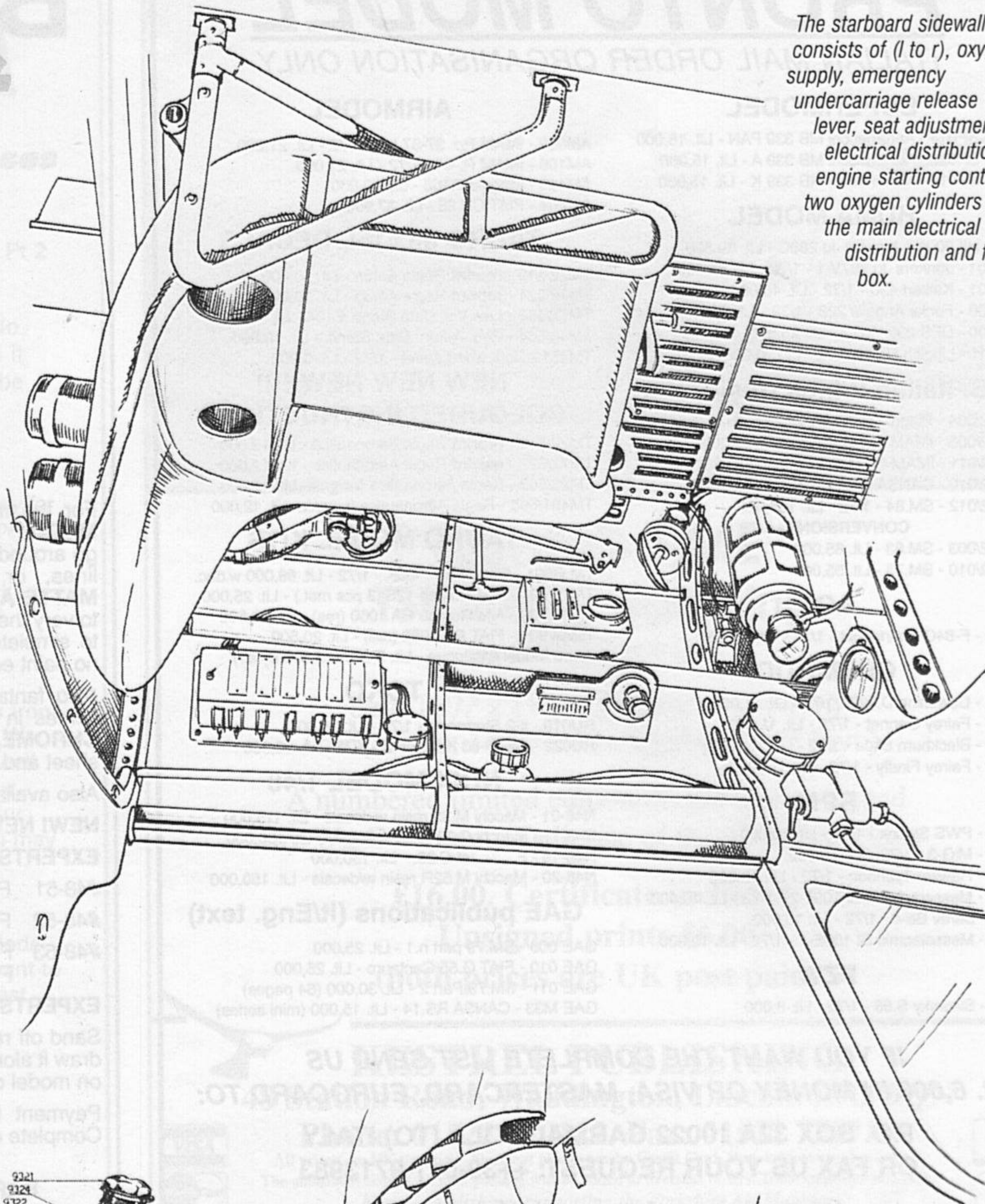
by Anthony Oliver

## Macchi C.202 Folgore

This month Anthony Oliver takes a look in and around the Macchi C.202 Folgore.

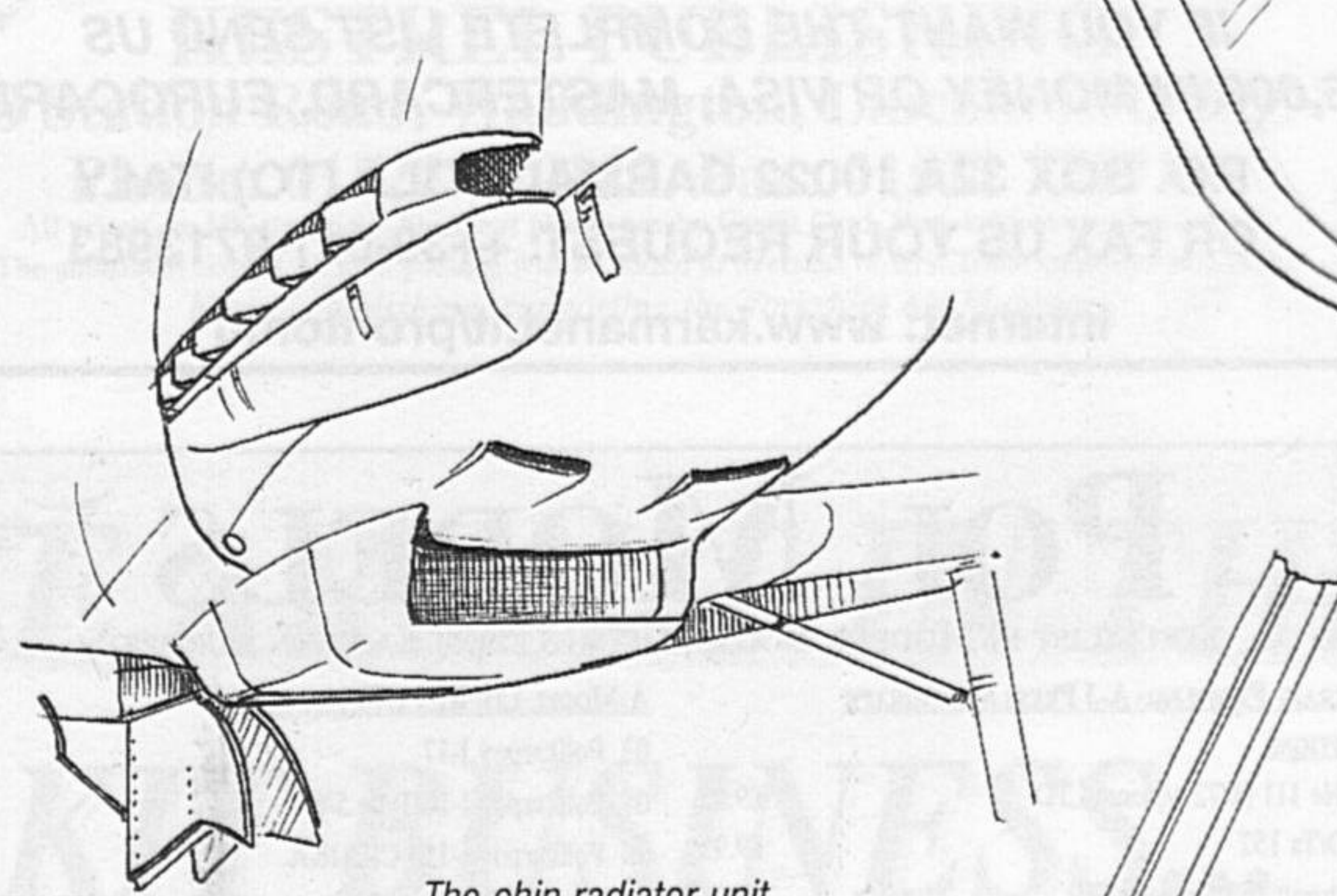
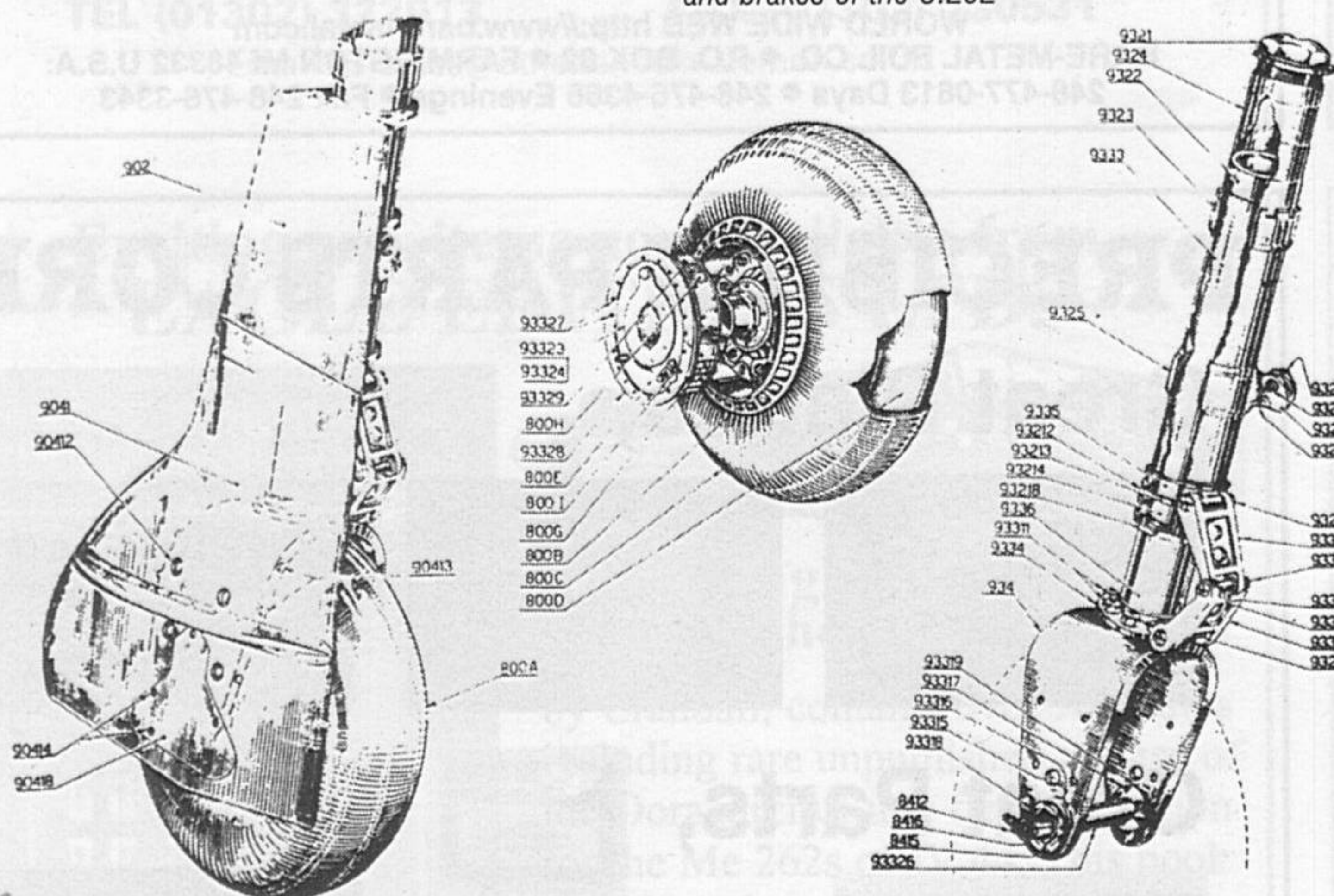


The 'bead' sight and cold air intake on the upper decking of the nose.



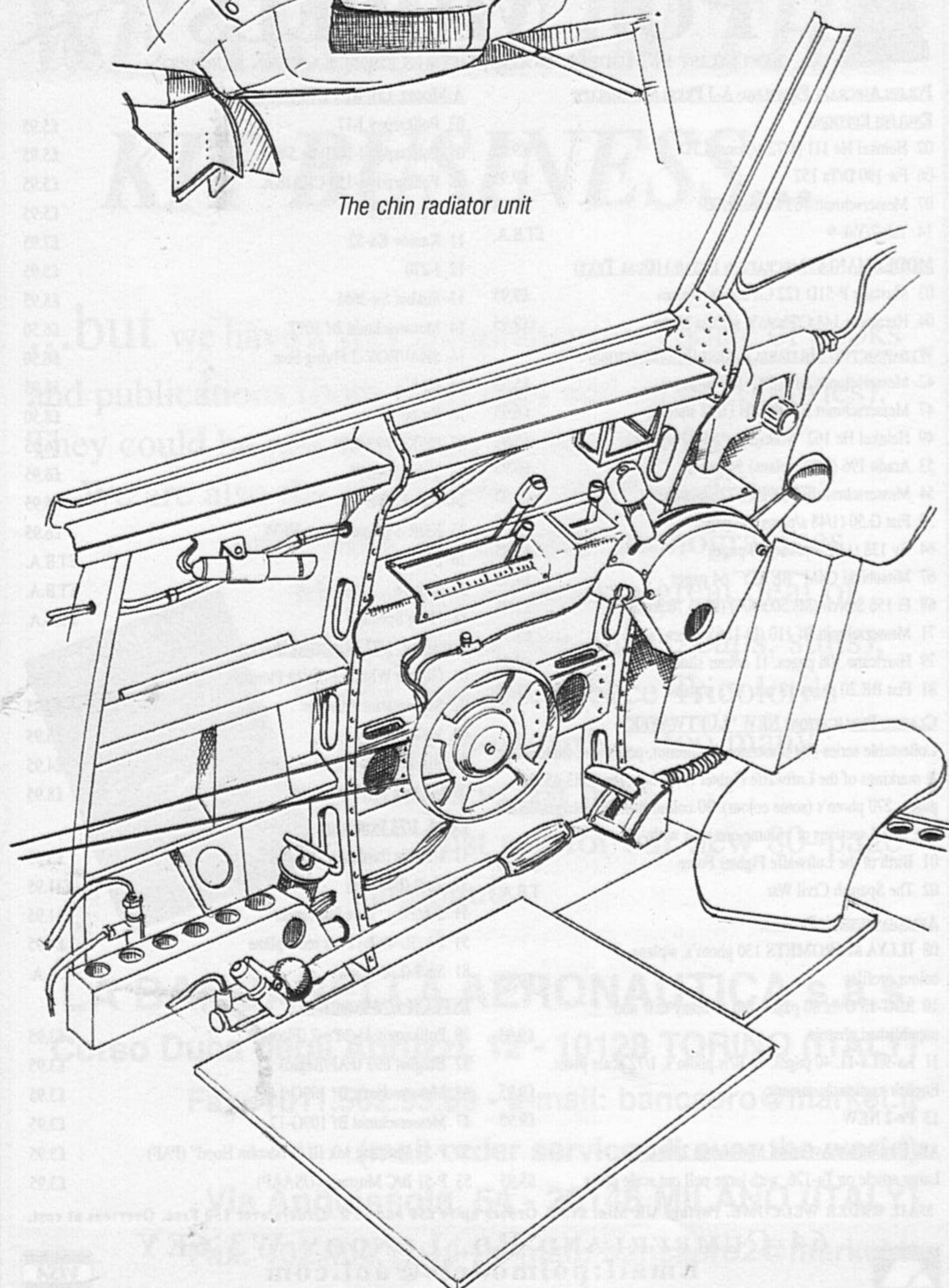
The starboard sidewall. This consists of (l to r), oxygen supply, emergency undercarriage release 'T' lever, seat adjustment lever, electrical distribution box, engine starting control, two oxygen cylinders and the main electrical distribution and fuse box.

This illustration from the official manual shows the main undercarriage units and brakes of the C.202



The chin radiator unit

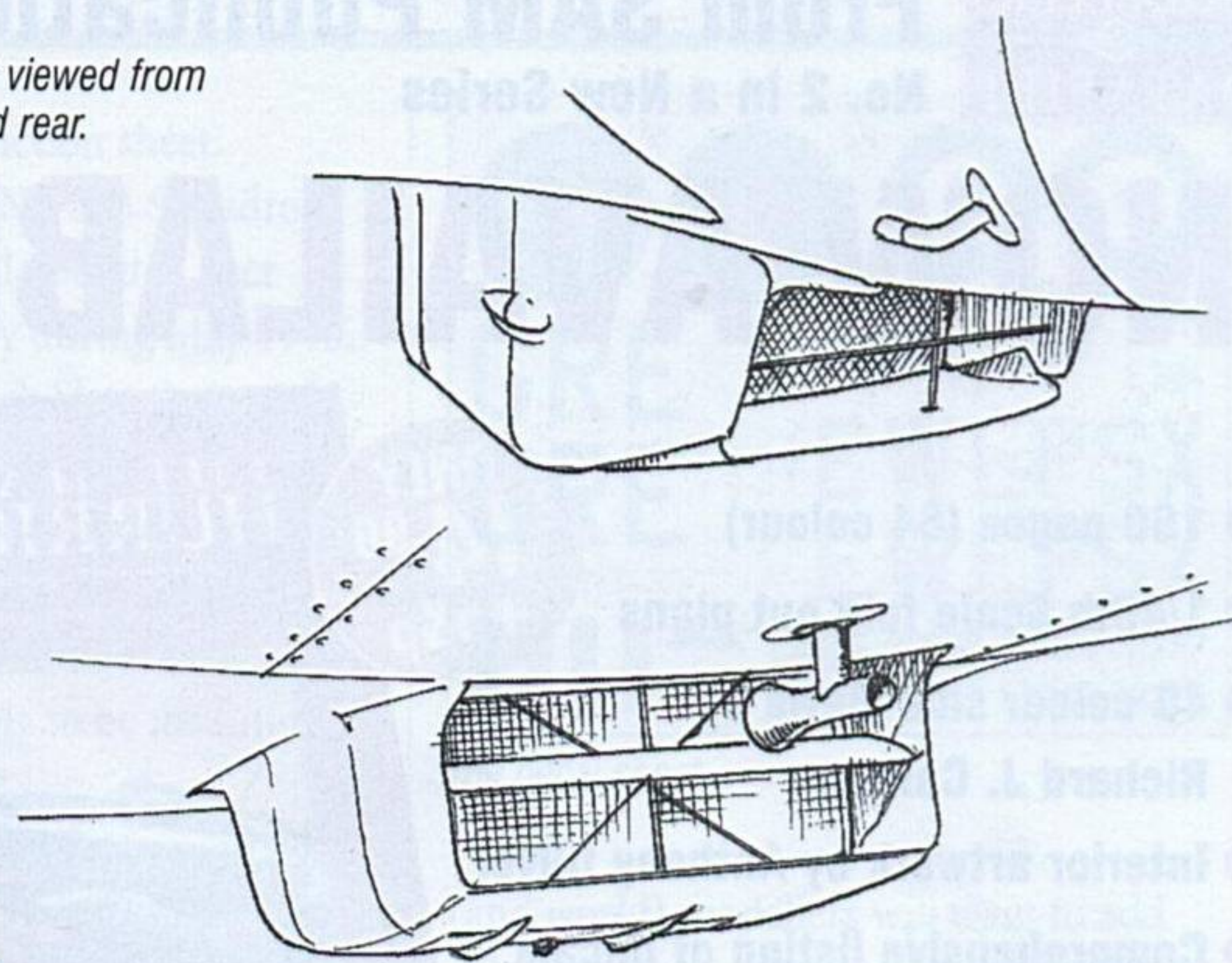
The port sidewall. This side contains (l to r), undercarriage hand pump lever, fixed tailwheel locking 'T' handle, horizontal tailplane trim tab wheel, undercarriage and flap control levers and throttle box with the propeller pitch control on the front edge



The pilot's seat.



The ventral radiator viewed from the front and rear.



This is the main instrument panel of the VII serie airframe. Note the rearview mirror in the upper section of the windscreen. The reflector gunsight dominates the top of the instrument panel and to the left of this is a compass. To the right of the gunsight is a clock, and to the left of the compass is an altimeter. On the far left of the instrument panel you can see the undercarriage selection lever and above this are the fuel pressure gauge, oil pressure gauge, electric fuel indicator, RPM indicator and supercharger pressure gauge. The lever to the right of this panel is the fuel filter control cock. In the main panel below the gunsight are (l to r), airspeed indicator, turn & slip indicator, vertical speed indicator and artificial horizon. The small panel on the right side of the main panel contains the right machine gun recharging 'T' handle, coolant temperature gauge, oil temperature gauge and the mechanical/electrical undercarriage position indicator. The small panel below the middle of the main panel contains the brake pressure gauge, landing gear hydraulic pressure gauge, compressed air gauge, wing machine gun ammo counters, nose machine gun ammo counter and the main generator switch.

#### Colour Notes

The interior of the Macchi C.202 was basically an 'interior green' similar to FS 34258. The instrument panel sections are a very dark grey, and have the 'crinkle' finish more associated with USAF aircraft of this period. The instrument faces are black with the pointers and numerals in a cream colour. The trim tab wheel is aluminium, with a black ring, while the undercarriage and flap panel on the port side and the throttle box are bare aluminium. The oxygen regulator and oxygen bottles are also bare metal, while the rudder kick-plates and entire pilot's seat are bare aluminium. The seat harness is a dark tan colour and soon gets dirty, while the gunsight is gloss black with the crash pad in red/brown leather.

#### Next Pilot's Perspective

Grumman Panther

#### Main Reference Sources

Aero Detail 15. Macchi C.200/202/205  
 Seria 'Pod Lupa' (In Detail) - Macchi C.202 Folgore, Ace Publication  
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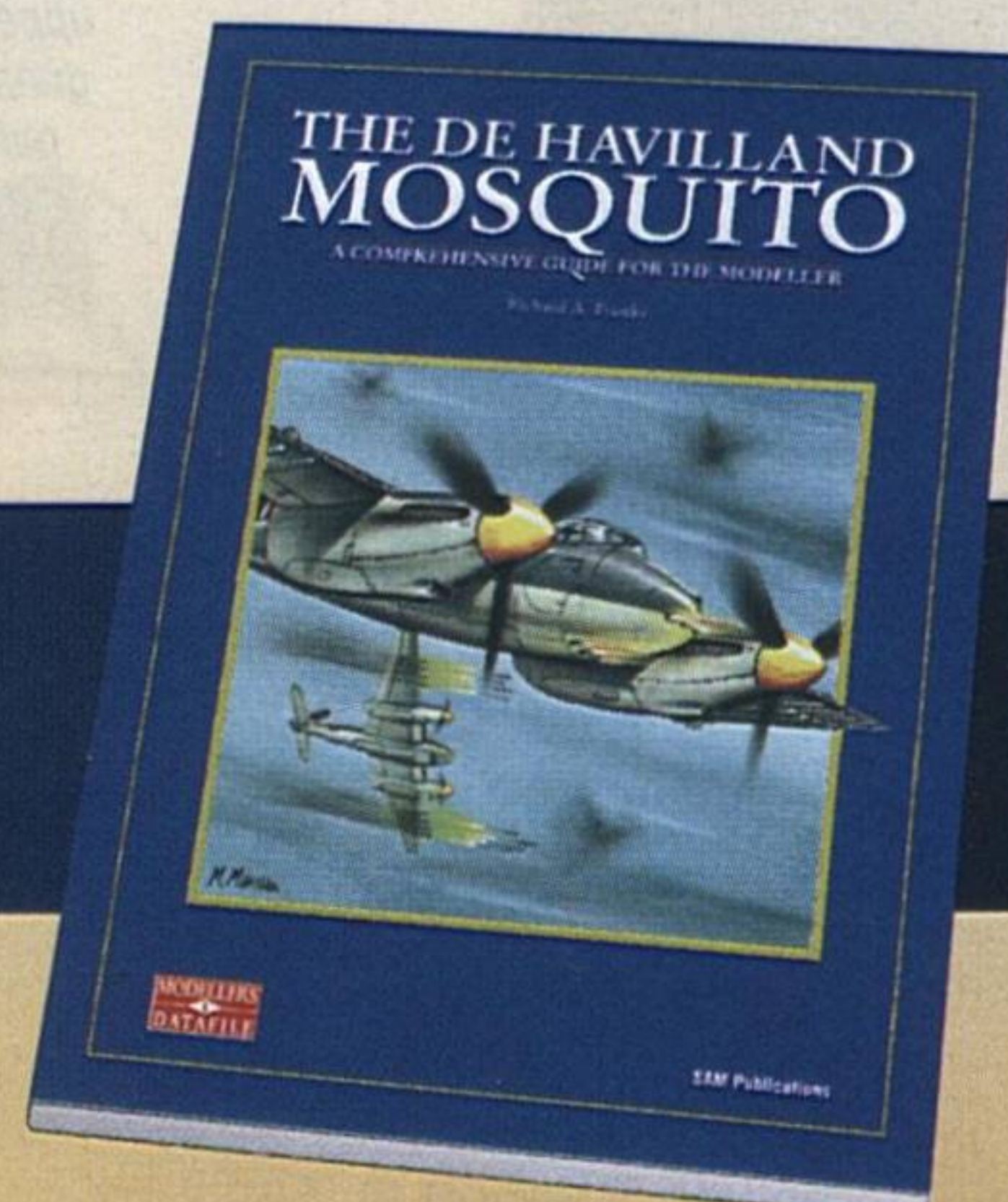
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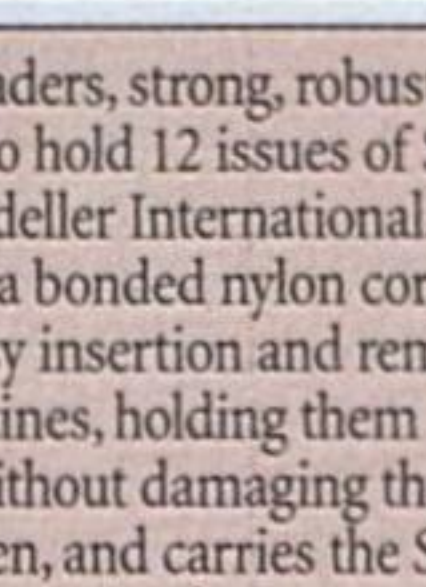
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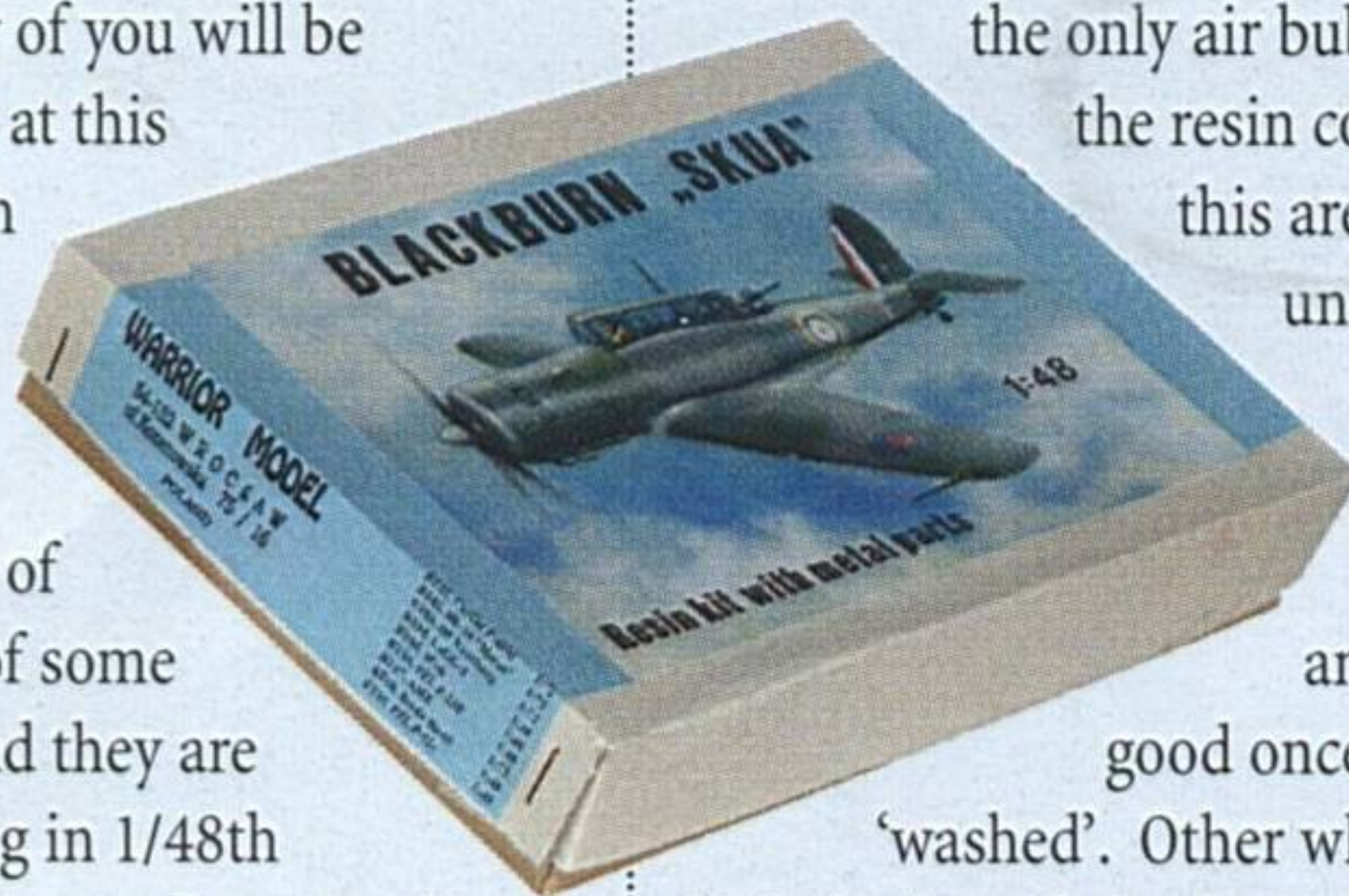


# Blackburn Skua

## The Kit

I am sure that many of you will be doing a double-take at this kit, "a Skua in 1/48th scale?", yes!

Warrior Models have produced a number of excellent resin kits of some unusual subjects, and they are not afraid of working in 1/48th scale. This latest kit is a real gem, as it includes a full interior, metal undercarriage and two-part, hollow-cast wings. Surface details are very subtle


1/48th  
SCALE

recessed panel lines and the fabric effect on the control surfaces is excellent. The interior detail is very good, and the only air bubbles evident on the resin components in this area are underneath and out of sight. The Perseus engine is lovely, and will look good once painted and 'washed'. Other white metal pieces include the tailwheel, arrestor hook, control column and bomb trapeze.

## Colour Options

Only one colour option is actually

indicated on the instruction sheet.

• 1. Skua, 'F', L2723 of No. 803 Squadron on HMS Ark Royal and operated over Norway by Lt W.P. Lucy during May 1940.

This machine is Dark Slate Grey and Extra Dark Sea Grey over Sky.

The decal sheet in the kit does include serials for six other machines (N3439, P6567, L7005, N1277 and L3114), although these are likely to be for future Skua (or Roc) options?

The decal sheet itself is very matt, well printed and in register. I don't know how well they will react to being moistened, as



The white metal parts and single vac-formed canopy

a number of Polish manufacturer's decals of late have had a tendency to disintegrate on contact with water. Only time will tell with this one though.

## Conclusion

An excellent product of a unique and interesting subject. I am sure many UK



The decal sheet

(and world) modellers will want to add this kit to their collection, and rightly so. The only down side with the kit is the inclusion of just one vac-formed canopy! As yet there is no UK source that we are aware of, so interested parties should contact Warrior directly.

Our thanks to Warrior Models for the review sample.

## Technical Data

**Manufacturer:** Warrior Models

**Scale:** 1/48th **Price:** £TBA

**Panel Lines:** Recessed ✓

**Status:** New Tooling ✓

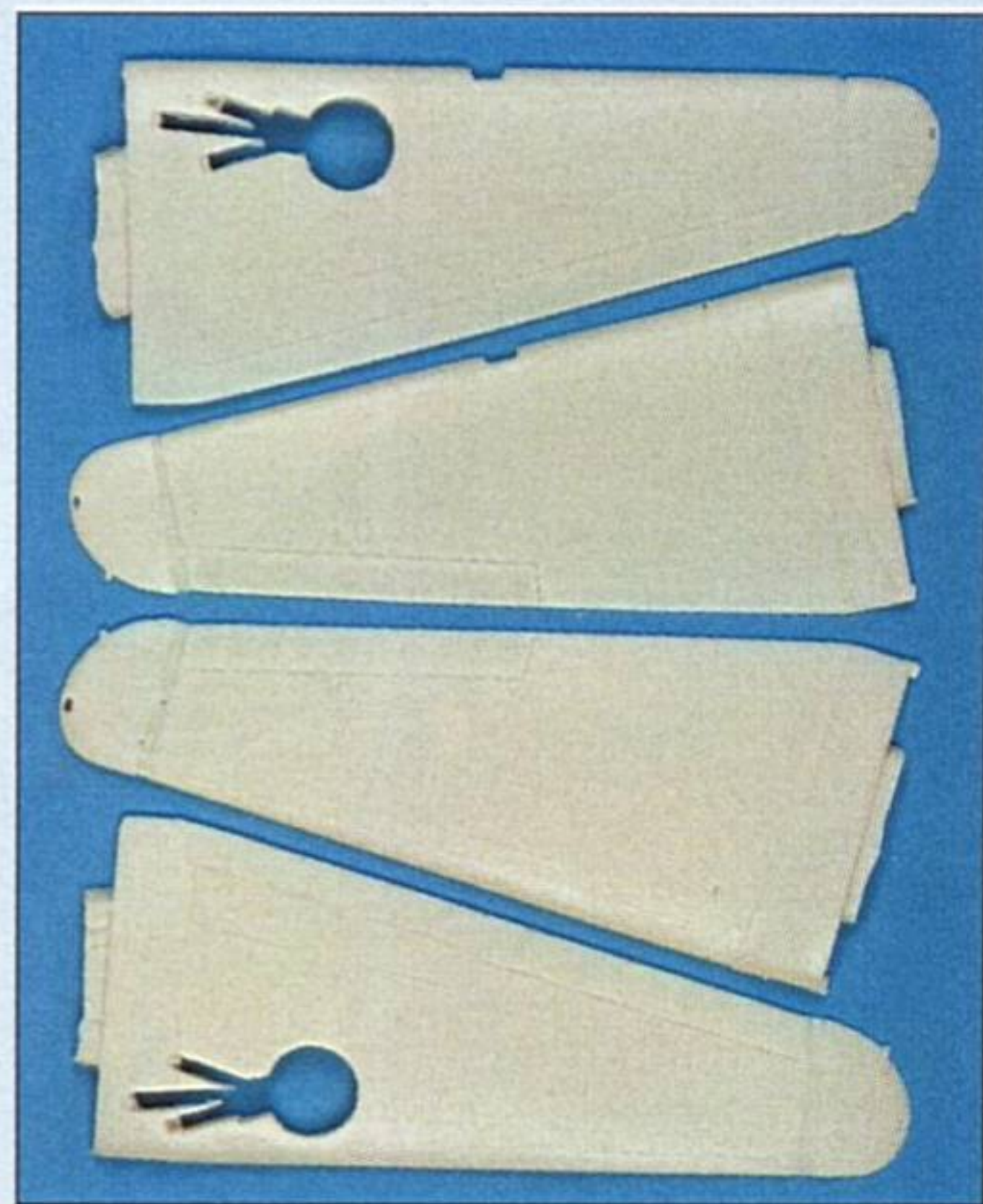
**Type:** Resin, White Metal & Vac-formed Clear Plastic

**Parts:** 36 Resin, 13 White Metal, 1 Vac-form (Clear)

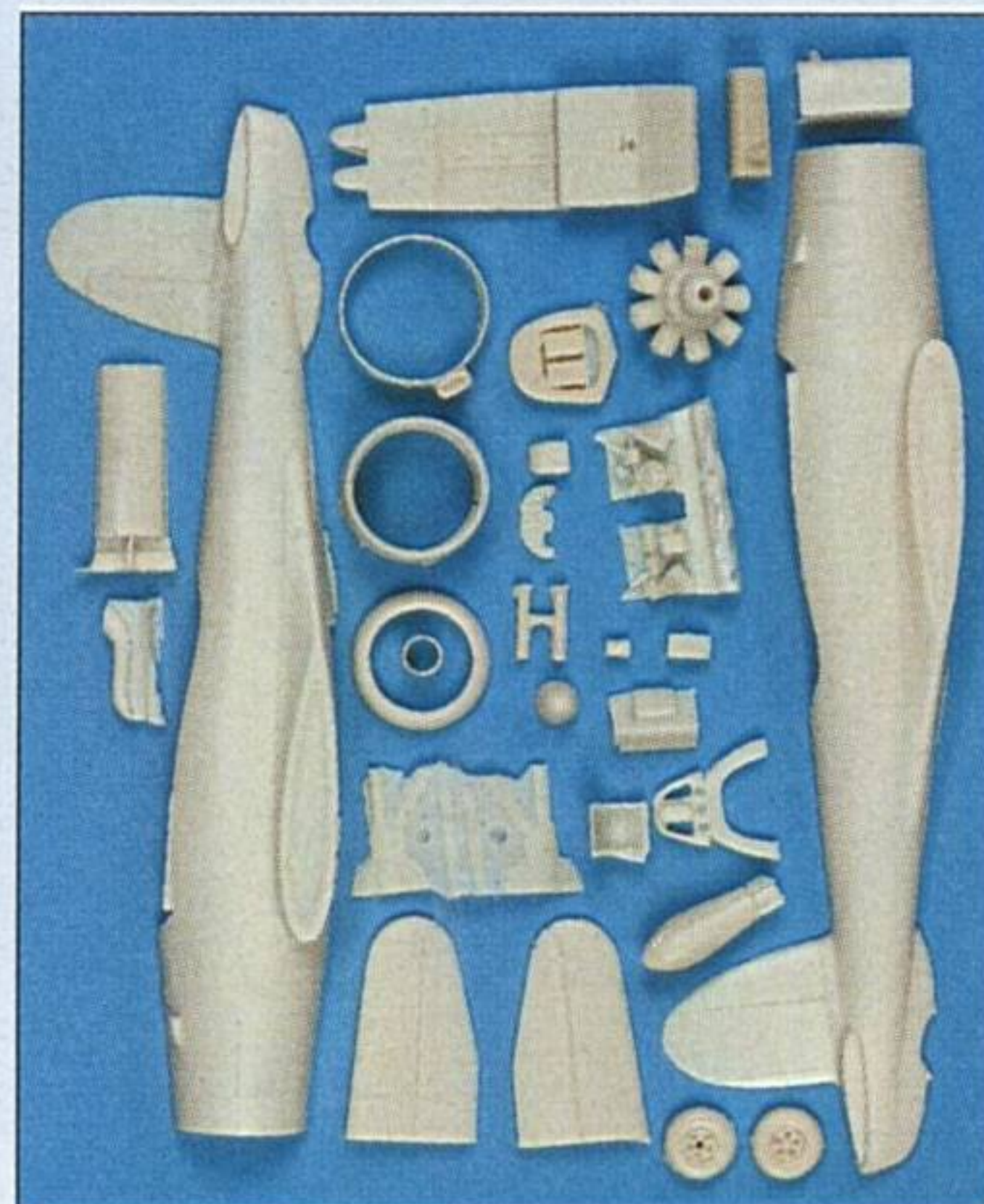
**Also Includes:** Four Lengths of Steel Tubing & Clear Plastic Sheet

**Decal Options:** 6

**Manufacturer:** Warrior Models, ul. Kozanowska 75/16, 54-152 Wroclaw, Poland



The resin components



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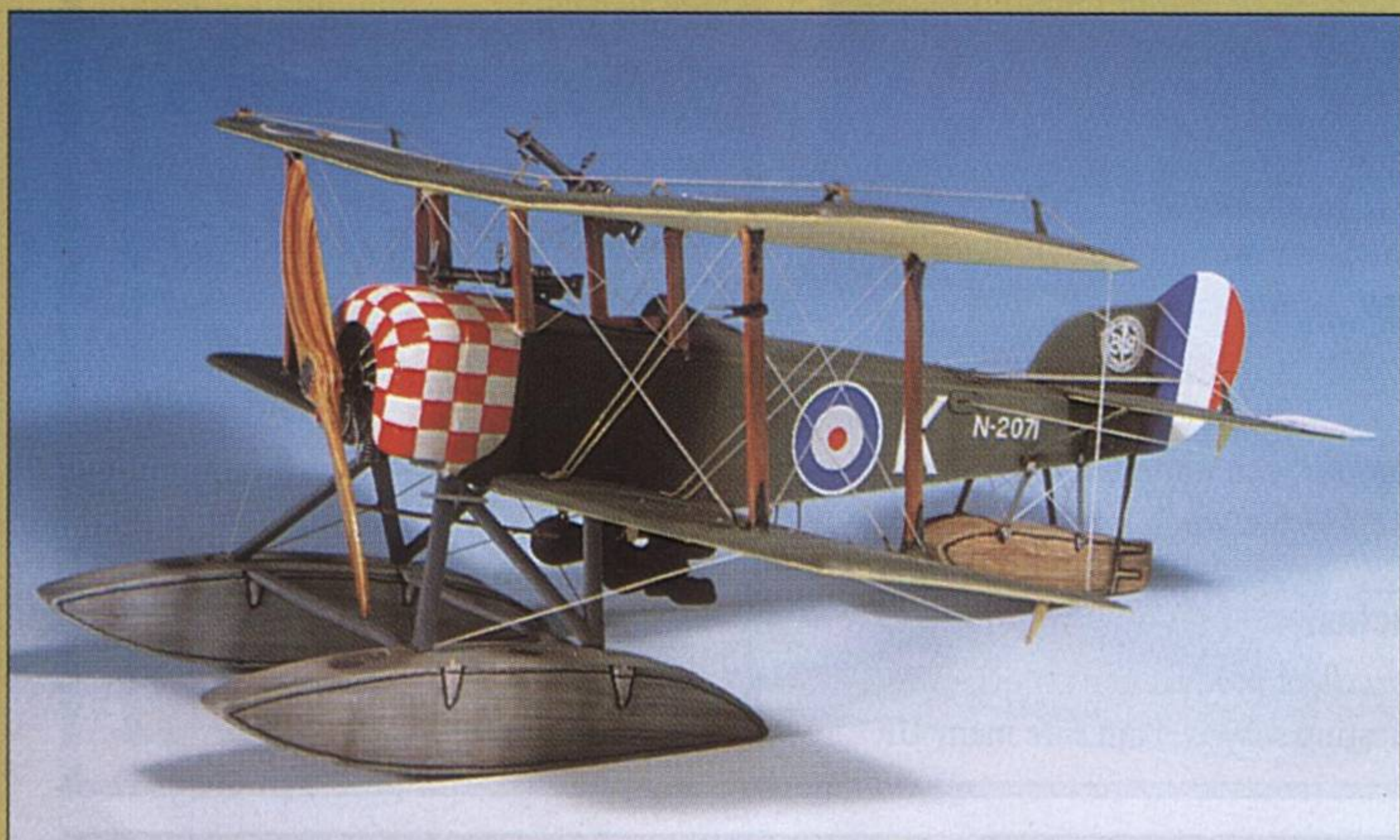
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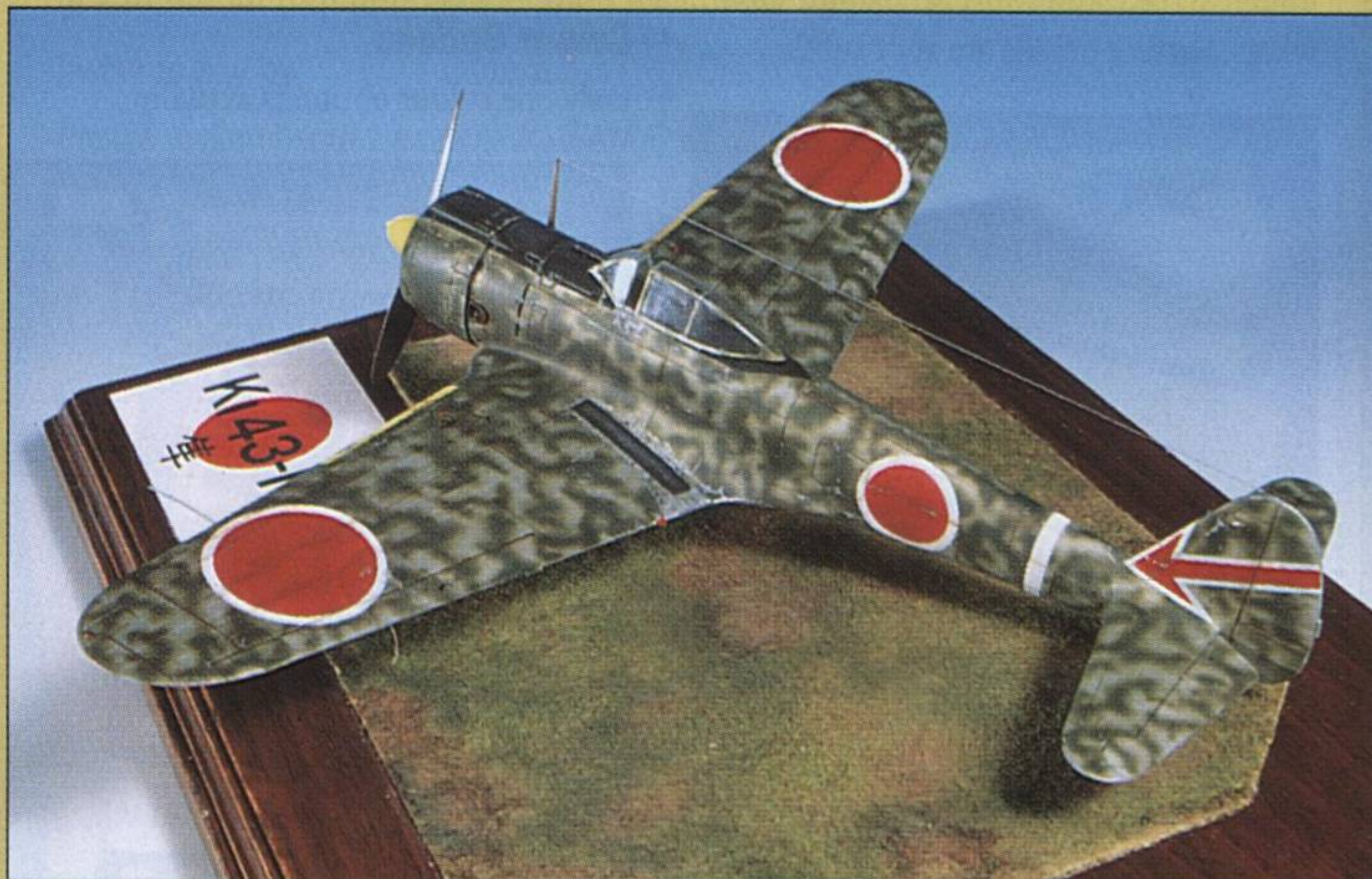
Special Gold Medal - J.M.V. Domínguez



D. L. Alvarez - Vought F4U-1 Corsair



A.M. Marin - 'Blackburn Baby'



E. S. Flors - Ki-43-I Oscar



A.M. Berlana - Heinkel He 111H-6



H.M. Brull - I-153 Chaika

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- A1. Models made from commercial kits (plastic, metal, resin & vac-formed)
- A2. Converted models based on commercial kits
- A3. Scratch-built models

## Class Winners

### Class A1

#### Bronze

- E. Ramos del Pino - Polikarpov I-16
- E. S. Flors - Ki-43-I Oscar
- D. L. Alvarez - Vought F4U-1 Corsair
- H.M. Brull - I-153 Chaika
- A.M. Marin - 'Blackburn Baby'

#### Silver

- A.M. Berlana - Heinkel He 111H-6

#### Gold

- J.C. Gómez - Albatros D.Va
- R.R. Ramos - P-51 Mustang
- R.N. Díaz - P-51K Mustang

#### Special Gold Medal

- J.M.V. Domínguez - F-4B Phantom

### Class A2

#### Bronze

- E.R. del Pino - Fieseler Fi 103R
- J. C. Perez - A6M2-K Zero

#### Silver

- R.N. Díaz - Spitfire LF Mk IXc

#### Gold

- A.M. Bohortquez - Mistel 1

### Class A3

#### Bronze

- M.G. Lloret - Vickers (Spanish) Vildebeest

#### Silver

- A. M. Marín - Large America F2A

#### Gold

- E.S. Flors - Fiat CR.32 'Chirri'

Special Gold Medal



R.N. Díaz - P-51K Mustang





R.R. Ramos - P-51 Mustang



R.N. Diaz - Spitfire LF Mk IXc



J.C. Gómez - Albatros D.Va



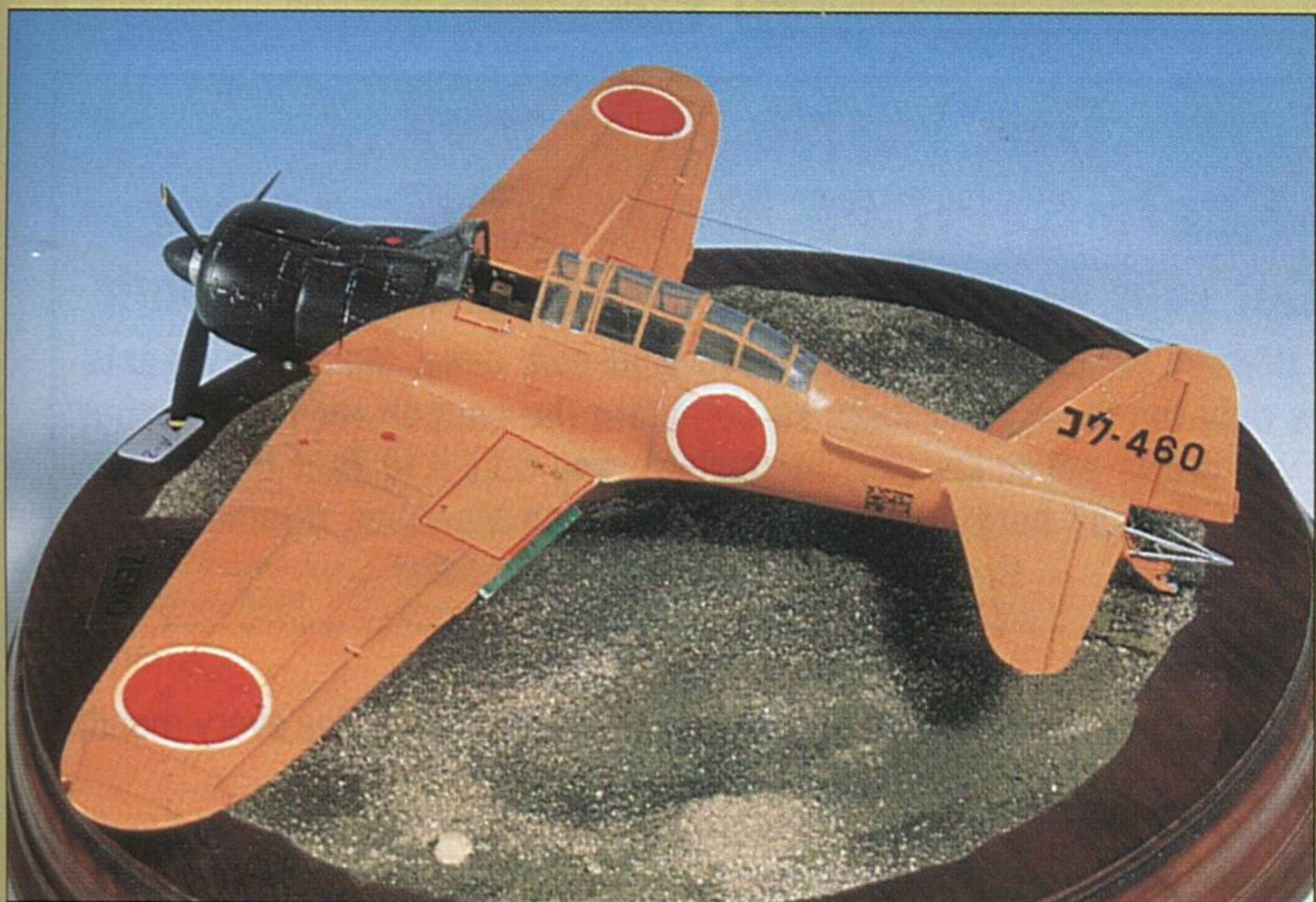
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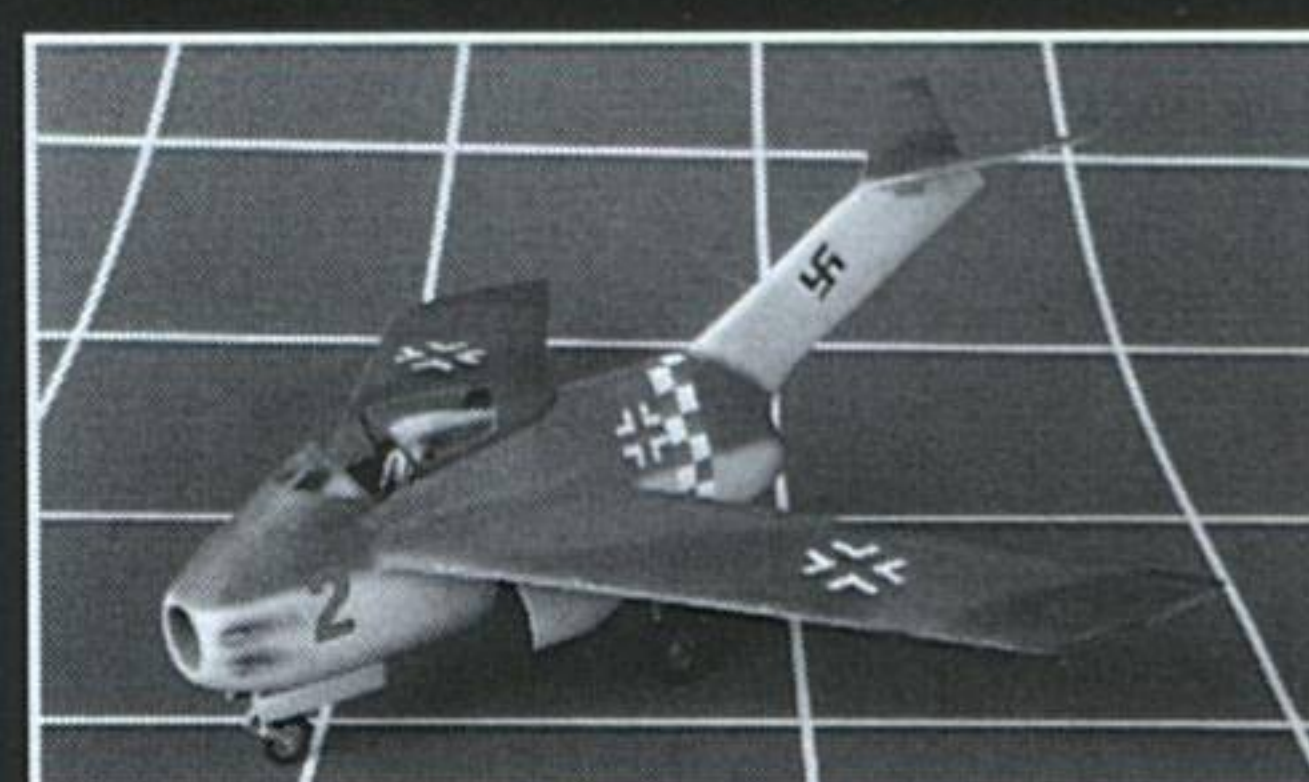
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| Thunderbolt: The P-47 in the Pacific (McDowell)                        | p/b 9.99  |
| P-61 Black Widow Units of WWII (Thompson)                              | p/b 10.99 |
| Siebel Fh 104/Si 204 & Its Variants [Luftwaffe Profile No 11] (Griehl) | p/b 12.95 |
| Warpaint No.18: Skyrider (Wixey)                                       | p/b 8.50  |
| Lockheed SR-71: The Mach 3 Blackbird (Crickmore)                       | p/b 6.99  |
| Spitfires & Polished Metal: Restoring the classic Fighter (Moss/McKee) | p/b 16.95 |
| Short Sunderland in WWII (Hendrie)                                     | p/b 16.95 |
| Sun on my Wings: Sunderlands in the ETO/MTO (Bednall)                  | 11.95     |
| Tiger Moth (Rimell)                                                    | p/b 5.00  |
| Tomcat Alley: The Grumman T-14 (Brown)                                 | 45.00     |
| Lockheed T-33 : A Photo Chronicle (McLaren)                            | 24.95     |
| Tiger Moth [Aeroguide Classics No.61] (Rimell)                         | p/b 5.00  |
| Tupolev Tu-22 "Blinder"/Tu-22M "Backfire" (Gordon/Rigmant)             | p/b 14.95 |
| Lockheed U-2 Dragon Lady (Jenkins)                                     | p/b 9.95  |
| Wellington: The Geodetic Giant (Bowman)                                | p/b 16.95 |
| Vickers Armstrong Wellington (Delve)                                   | 25.00     |
| XB-70 Valkyrie: The Ride to Valhalla (Remak, et al)                    | p/b 15.95 |
| Eagles of Mitsubishi: Story of the Zero Fighter (Horikoshi)            | p/b 14.20 |
| abc Civil Aircraft Markings 1999 (Wright)                              | p/b 6.99  |
| JP Biz Jets & Turboprops 1999 (Gates)                                  | p/b 15.95 |
| Pacific Glory: Airlines of the Greatest Ocean (Bullock)                | 16.95     |
| Flying Legends: Boeing 707, Douglas DC-8 & Vickers VC-10 (Wilson)      | 14.95     |
| In Camera Vol 2: Boeing 747-100/200 (Henderson)                        | 16.99     |
| Boeing 757 & 767 (Becher)                                              | 29.95     |
| Boeing 777: London Gatwick-Atlanta (Campion-Smith)                     | 12.99     |
| Airfields of the Eighth Then and Now                                   | 24.95     |
| British Airports (Wright)                                              | p/b 8.99  |
| Edwards Air Force Base (Archer)                                        | 37.50     |
| Wings Over Hong Kong: A Tribute to Kai Tak (Chan)                      | 59.90     |
| Aviation Art (Sharpe)                                                  | 9.99      |
| Silvered Wings (Bain)                                                  | 24.95     |
| R G Smith: The Man & His Art (Smith/Rausa)                             | 24.95     |
| Camouflage & Markings: RAF 1939-45 (Reynolds)                          | p/b 5.95  |
| Colorbirds (Burgi/Kalberer)                                            | 19.95     |
| abc Combat Aircraft Recognition (3rd edn) (March)                      | p/b 9.99  |
| *Combat Colours: Military Aircraft Markings (Archer/Foster)            | p/b 10.95 |
| Dream Schemes: Exotic Airliner Art (Spicer)                            | p/b 16.95 |
| Fighting Colours: Glory Days of US Aircraft Markings (Dorr)            | p/b 14.95 |
| Luftwaffe Emblems 1939-45 (Ketley/Rolfe)                               | p/b 14.95 |
| The Mighty Eighth Warpaint & Heraldry (Freeman)                        | 25.00     |
| Military Aircraft Insignia of the World (Cochrane/Elliott)             | p/b 16.95 |
| abc Military Aircraft Markings 1999 (March)                            | p/b 6.99  |
| P-51 Mustang Nose Art Gallery                                          | p/b 11.95 |
| Painted Ladies (Walker)                                                | p/b 19.95 |
| Basic Aviation Modelling (Scutts)                                      | p/b 12.95 |
| Advanced Aviation Modelling (Scutts)                                   | p/b 12.95 |
| The Basics: Aeromodelling (Smeed)                                      | p/b 5.50  |
| The Basics : Model Gliders (Gardiner)                                  | p/b 5.50  |
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| Building the P-40 Warhawk (Phillips/Hiernstad)                         | p/b 13.95 |
| Complete Guide to R/C Gliders (Stringwell)                             | p/b 12.95 |
| The DH Mosquito: A Comprehensive Guide for the Modeller (Franks)       | p/b 14.99 |
| Diecast Toy Aircraft: An International Guide (Richardson)              | 30.00     |
| Electronic Projects for Model Aircraft (Ginn)                          | p/b 7.95  |
| Model Aircraft Tips & Techniques (Ashley)                              | p/b 13.99 |

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# Royal Aircraft Factory

## Aeroplanes of the Royal Aircraft Factory

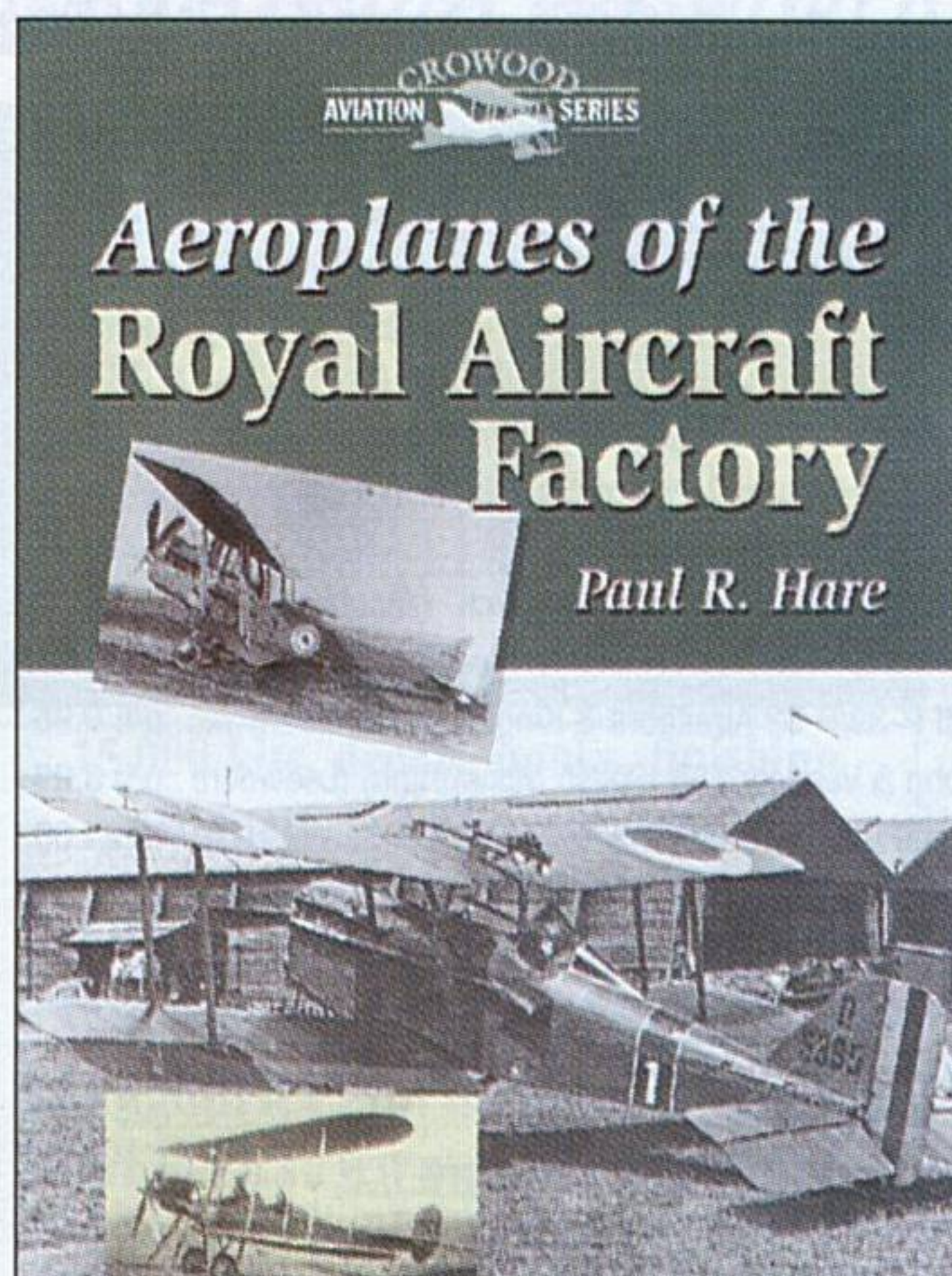
by Paul R. Hare

Price: £25.00 ISBN: 1 86126 209 4

Publisher: The Crowood Press, The Stable Block, Crowood Lane, Ramsbury, Marlborough, Wilts. SN8 2NR  
Tel: 01672 520320 Fax: 01672 520280

This title comes in an A4 format with 144 pages of contents and a hardback cover with full-colour dust jacket.

Following on in their popular Aviation Series, this latest title takes a detailed look at all the designs of the Royal Aircraft Factory. The author starts with a look at the early history of the Royal Aircraft Factory, with the work of Samuel Franklin Cody and his early aircraft designs. The look at the designs of the Royal Aircraft Factory starts with chapter two, which looks at the B.E.2, B.E.1, B.E.3 & B.E.8. The B.E.2 during military trials and as the B.E. 2a in RFC service is covered, along with a detailed look at all the development trials carried out on the design and the final B.E. 2b/c/d versions used in the RFC. The development of the B.E.2d, e, f & g is covered with a brief look at the markings carried by these types. The B.E.12 is next and this is followed by chapter three which looks at the R.E.8. All versions leading up to this design: R.E. 1, 2, 3, 5 & 7, are covered and this is followed by details of the production and service use of the 'Harry Tate'. The F.E.2 series is next, and once again all versions and their



service use are well covered. The F.E.8 gets the same treatment in the next chapter and this is followed by similar chapters on the S.E.5 & S.E.5a. The final chapter looks at a few odd designs such as the F.E.9, N.E.1, C.E.1 and Tarrant Tabor.

This is another excellent title from Crowood and one which is well illustrated with B&W photographs. The level of information will be of great interest to the WWI modeller and I suspect that anyone with an interest in the WWI period will want to add this title to their reference library.

Our thanks to The Crowood Press for the review sample.

# Messerschmitt Bf 110 Zerstörer

## Messerschmitt Bf 110 Zerstörer Aces of World War 2

by John Weal

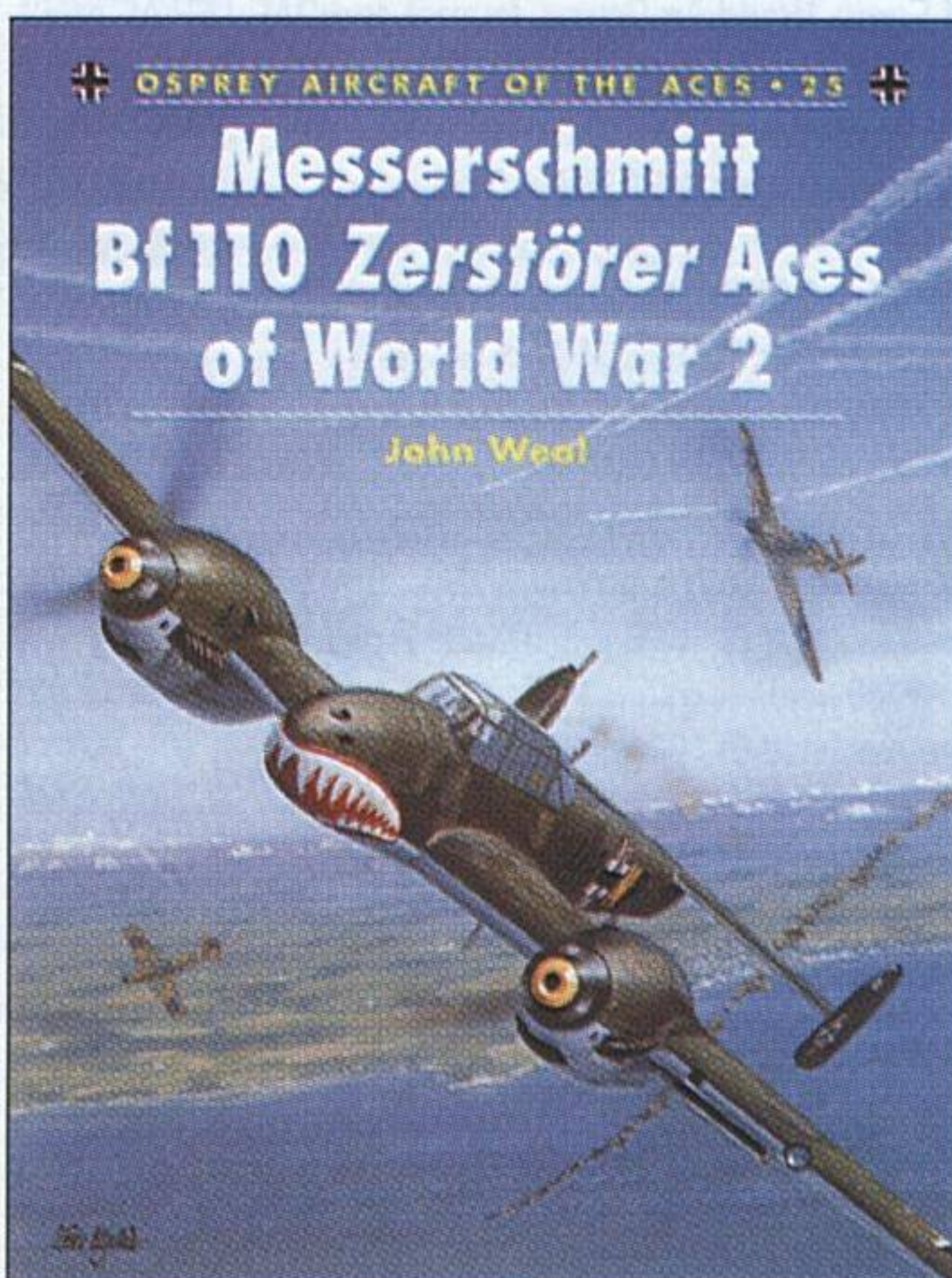
Price: £10.99

Series: Osprey Aircraft of the Aces • 25

Publisher: Osprey Publishing Limited  
1st Floor, Elms Court, Chapel Way, Botley, Oxford. OX2 9LP  
Tel: 01865 727022 Fax: 01865 727017  
Email: osprey@osprey-publishing.co.uk

Once again this title comes in a 25cm x 18cm format, but has 104 pages of contents and a laminated card cover.

The story of the Bf 110 is well known, but most seem to concentrate on the failure of the type in the Battle of Britain, or its late-war use as a night fighter. This title however deals with all aspects of the Bf 110 and the aces that flew it. The text starts with the successes achieved with the type in Poland, during the 'Phoney War' period, Scandinavia and France and the Low Countries. All of this is well illustrated with black and white photographs, as well as detailed lists of the Bf 110 units operating in those campaigns. The next section looks at the failure of the type in its Zerstörer role during the Battle of Britain and it is within this section that you come across the colour profiles. These consist of thirty-one side views of Bf 110s and six profiles of famous Bf 110 aces. After this the steady decline of the Bf 110 in the Zerstörer role is covered during the Balkans campaign, the Mediterranean and North Africa and, of course, the Eastern Front. By this stage in the type's history, it had been



relegated to night fighter work and its Zerstörer role had been taken by the Me 210/410. The final use of the type was for the defence of the Reich and this is covered within the final section of this title with good illustrations of the rocket-armed G series airframes used in this role. The appendices offer a full set of 1/96th scale plans of the C-4, as well as scale side views of the B-1, D-1/RR, D-1/R1, D-3 and G-2/R3.

This title is very good and can be highly recommended to all. The number of photographs is very useful to the modeller and I am sure if you have other titles in this series, you will want to add this as well.

Our thanks to Osprey Publishing for the review sample.

# Luftwaffe Colours Volume One

## Luftwaffe Colours Volume One Section 1 - Jagdwaaffe

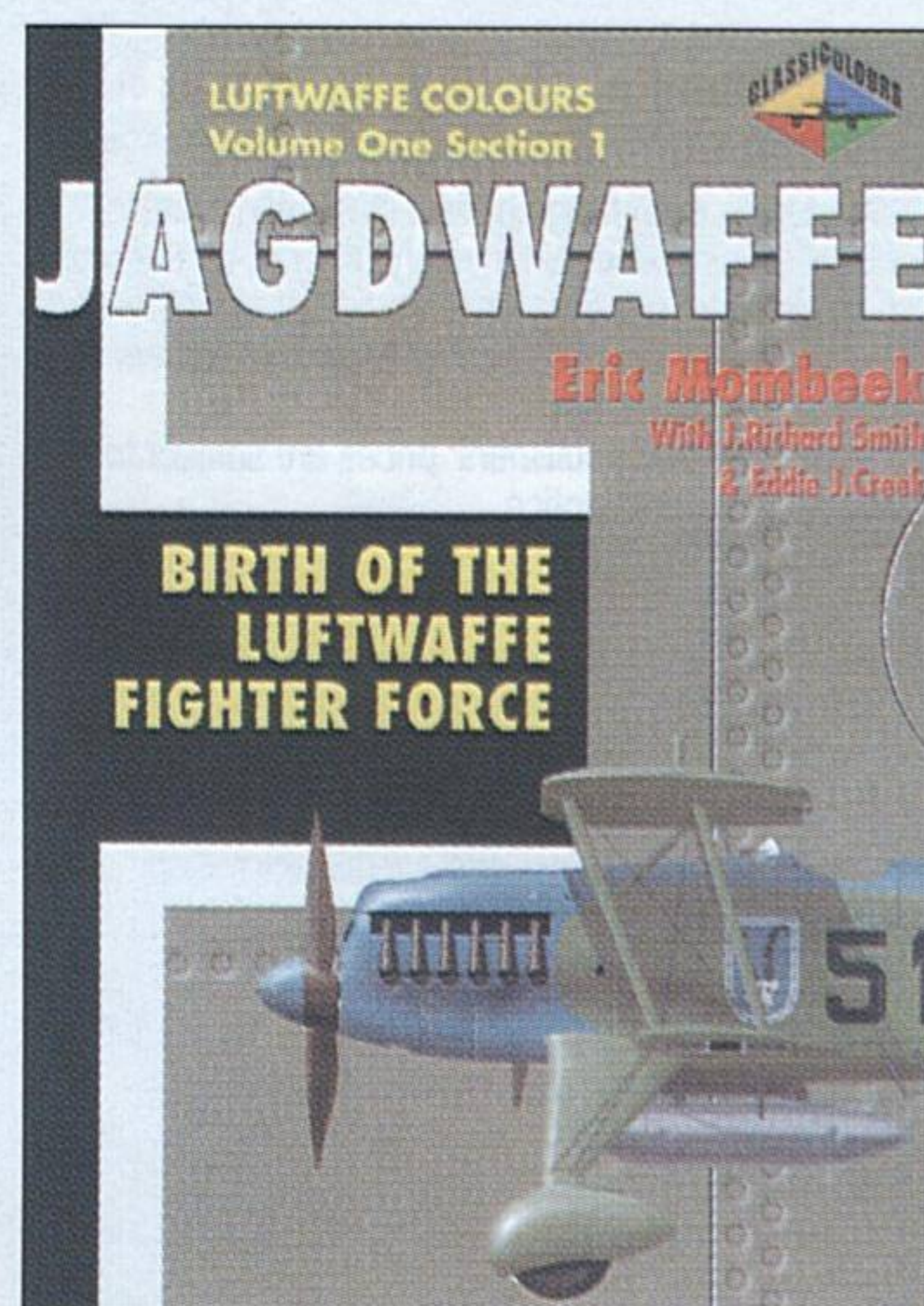
by Eric Mombeek with J. Richard Smith & Eddie J. Creek.

Price: £12.50 ISBN: 0 9526867 5 9

Publisher: Classic Publications, Friars Gate Farm, Mardens Hill, Crowborough, East Sussex. TN6 1XH  
Tel: 01862 610490 Fax: 01862 610842  
Email: classic@classic-books.co.uk  
Please Note New Address

This title comes in a 23cm x 30cm format with 96 pages and a laminated card cover.

This is the first in a new four-part series covering the camouflage and markings of the Luftwaffe. The title is beautifully presented with combined colour and mono coverage on every page and a mass of colour side profiles. This deals with the birth of the Luftwaffe fighter force and covers the 1919 to 1938 period. The first sections deals with the effects of the Treaty of Versailles and the wholesale destruction of the German Air Force after WWI. This is followed by a look at the Rhön gliding competitions and the first colour illustration is that of the Udet 12a (Spezial) flown by Ernst Udet. Flying in the 1922 to 1932 period is covered next, and in this section you have colour profiles of two Fokker D.XIIIs. The arrival of the Nazi Party in 1932 changes the situation in Germany and the clandestine reconstruction of a fighter air arm is covered. Clear illustrations of the August 1936 regulations on markings for aircraft and airships are of great use to modellers and this section is followed by a detailed look at all the aircraft operated by the new fighter arm of the Luftwaffe during the 1933 to 1938 period. These include the Heinkel He 51A (7 colour



profiles), Arado Ar 65 (1), Arado Ar 68 (9), He 51B (2), Bf 109B (3), Bf 109C (1), Bf 109D (2), Fw 44 (1) and He 112B (1). Throughout these sections the colour artwork is supplemented with high quality B&W period images and Classic have reproduced these large (4 to a page) so that you can gain a great deal of additional information from them.

Overall this is an excellent title and one which is a 'must' for all Luftwaffe modellers and aviation enthusiasts. The quality of presentation, colour artwork and technical details coupled with good quality, large, B&W photographs make this title THE source for the complex subject of Luftwaffe colour and markings. Get your order in for the set now, you'll not regret it.

Our thanks to Classic Publications for the review sample.

# Reggiane Re.2005 Sagittario

## Reggiane Re.2005 Sagittario

by Maurizio Di Terlizzi

Price: £TBA ISBN: 88-86815-38-7

Publisher: Istituto Bibliografico Napoleone, via Pavia 22, 00161 Roma, Italy.  
Tel/Fax: 06/44 69 828 44 52 275

This titles comes in an A5 format with 64 pages of contents and a laminated card cover.

As with all the other titles in the IBN series, this one comes with both Italian and English text. The narrative starts with a historical outline of the Re.2005 design and the eighteen pages contain a mass of period black and white photographs. The next chapter gives a very useful technical description of the type and this is well illustrated with photographs and manual illustrations all of which are of great use to the modeller. The next section of the title is about modelling the subject. Each manufacturer's kits of the type are covered, with the Cunarmodel 1/72nd scale and Falcon 1/48th scale examples covered with notes on additional detailing and corrections required on each. The next chapter deals with the camouflage and markings applied to the Re.2005 and this includes three colour side views. Also within this section is a nice set of B&W photographs of the interior of the



type as well as detail photographs of the engine installation. The final section of this title is a personal recount of Gen. Pil. Vittorio Minguzzi.

Once again IBN have produced an informative and interesting title on an Italian aircraft that is of great interest to the modeller. If you like the Re.2005 then you will want to add this title to your collection. It is highly recommended.

Our thanks to IBN for the review sample.



## Lavochkin La-9 • La-11

### Lavochkin La-9 • La-11

Price: £7.95 (+P&P)

Publisher: AP-M, Russia

UK Source: The Aviation Bookshop, 656 Holloway Road, London. N19 3PD  
Tel: 0171 272 3630 Fax: 0117 272 9761



This title comes in an A4 landscape format with 42 pages of contents and a card cover.

Although all the main text is Russian, all the photographs have English captions which is useful. There is a very short summary in English about the book's contents at the beginning, but I am sure the remaining 40+ pages of text hold a lot of information that would be of great interest to many modellers. Even though the text is of little use, the title does offer a mass of period black and white photographs. Nice clear interior photographs of the La-9 will be of great interest to modeller, as will those for the La-9V trainer. Detail shots of the armament installation are very useful and these are backed up with sketches of things like the canopy, undercarriage doors and flaps. The La-11 also gets the same sort of

photographic coverage and there are a number of 1/72nd scale plans of the various versions of the La-9 and La-11 series. There is no colour in this title except the cover and within the inner front and back pages of this there are nine colour side views of La-9/11s.

This is a good title, with a load of detail information that many modellers will find of great assistance. The lack of English text is a nuisance, but overall I think that this title still has a lot to offer in terms of interior information.

Our thanks to The Aviation Bookshop for the review sample.

## Mustang and Thunderbolt Aces

### Mustang and Thunderbolt Aces of the Pacific and CBI

by John Stanaway

Price: £10.99

Series: Osprey Aircraft of the Aces • 26

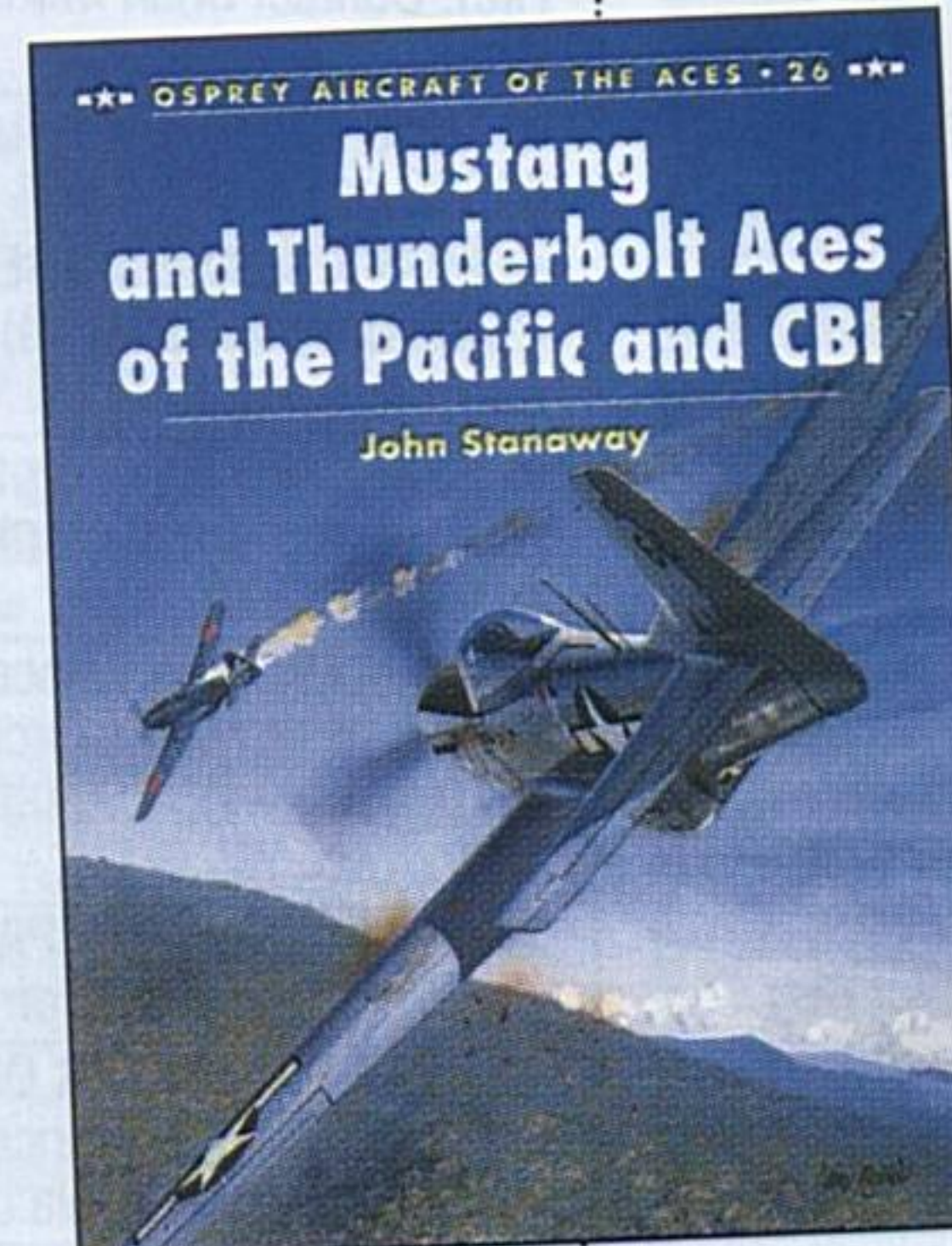
Publisher: Osprey Publishing Limited  
1st Floor, Elms Court, Chapel Way, Botley, Oxford. OX2 9LP

Tel: 01865 727022 Fax: 01865 727017

Email: osprey@osprey-publishing.co.uk

This title comes in a 25cm x 18cm format with 98 pages of contents and a laminated card cover.

The book starts with a look at the arrival of the P-47 Thunderbolt in the Pacific, with a number of clear photographs of aces and their aircraft. This is followed by a look at operations with the P-51 over Burma, and in this section you get some good photographs of P-51As. Next is the



coverage of the use of the P-47 by the 5th Air Force in 1944-45 and once again it is well illustrated with period B&W photographs. Operations with the P-51D in the Philippines during the latter stages of WWII are covered next and this is followed by the use of the P-51 by the 14th Air Force in the CBI. At this stage in the title you reach the colour section which

offers eighteen P-47 and twenty-four P-51 colour side views plus a number of colour paintings of aces. The narrative text continues, and in the final section the Central Pacific is covered. It is within this section that you will find a clear view of '2 Big and Too Heavy' the P-47N that was included in the Revell 1/48th scale kit. The final section of this title includes scale plans of the P-47D and P-51, followed by

clear details of all the colour plates in the centre of the title.

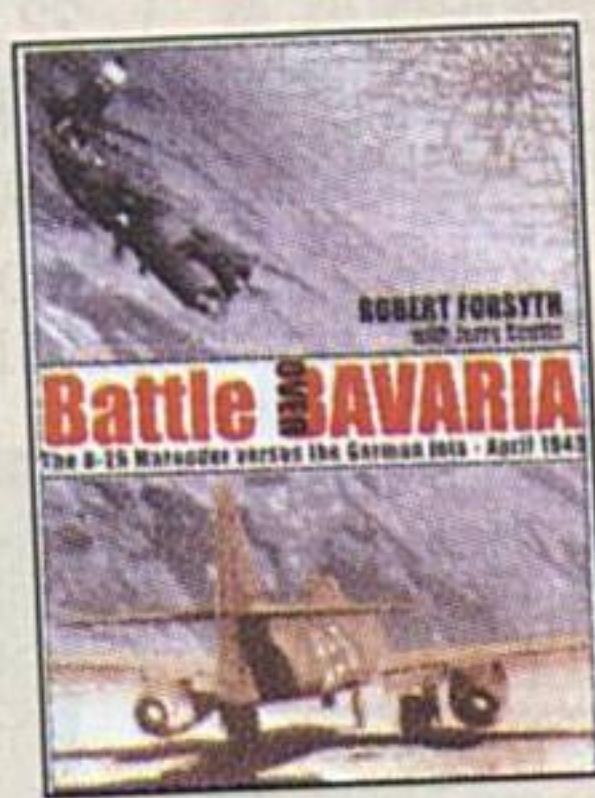
Thanks to Osprey for the review sample.

## Bookshelf Update

### Classic Publications

Due for release in 1999 will be a new title on the air battle over Bavaria during April 1945, with a specific look at the B-26 versus Me 262. This title will retail for £25.00 and we will keep you informed on a release date.

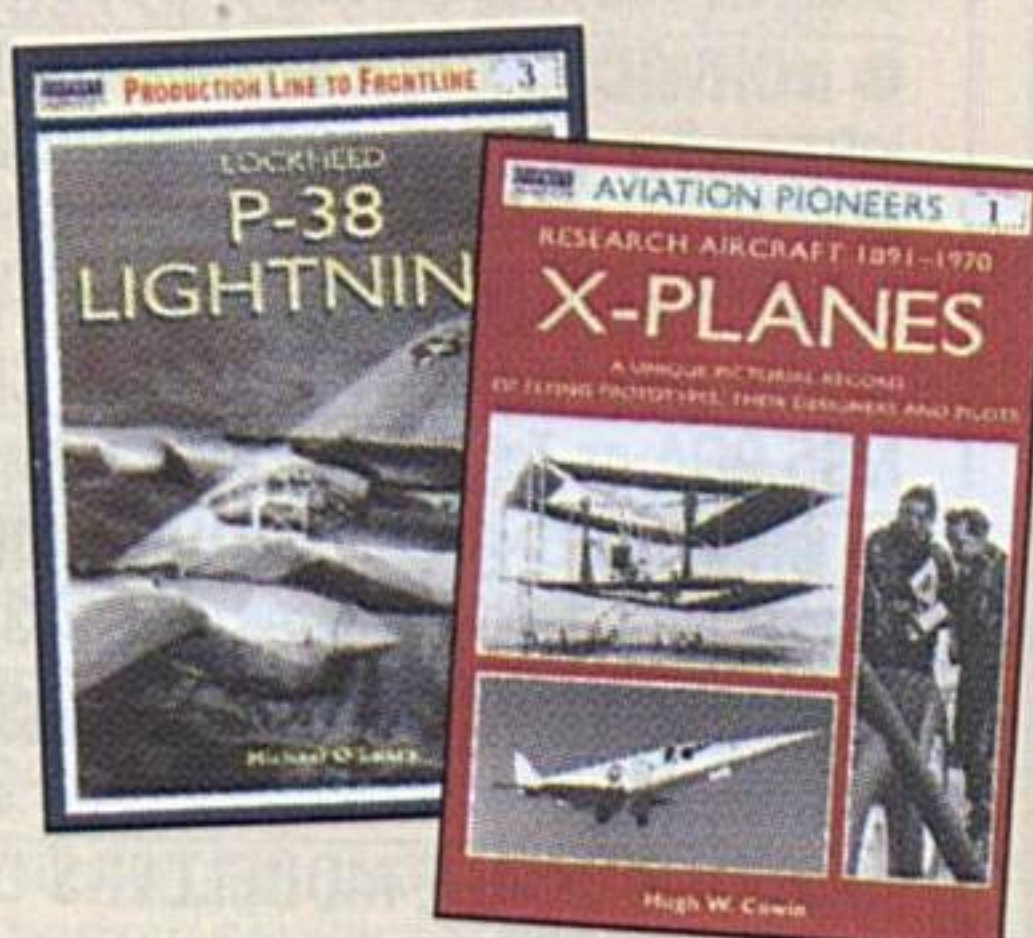
Note that Classic have done a limited re-print of the excellent JV44 - The Galland Circus title, so if you missed it first time, get one now!



### Albatros Productions

The most recent two titles from this publisher are Windsock Datafile 75, which deals with the AGO C.I by P.M. Grosz and a special which looks at WWI British aeroplane propellers. The former is £8.75, while the latter title is £11.50.

Full reviews will appear in our next edition.



### Osprey

Two new titles have just arrived from this publisher. The first is the third title in the excellent 'Production Line to Frontline' series and it deals with the Lockheed P-38 Lightning. The other

title is the first in a new series entitled 'Aviation Pioneers' and it takes a look at X-planes from 1911 to 1969.

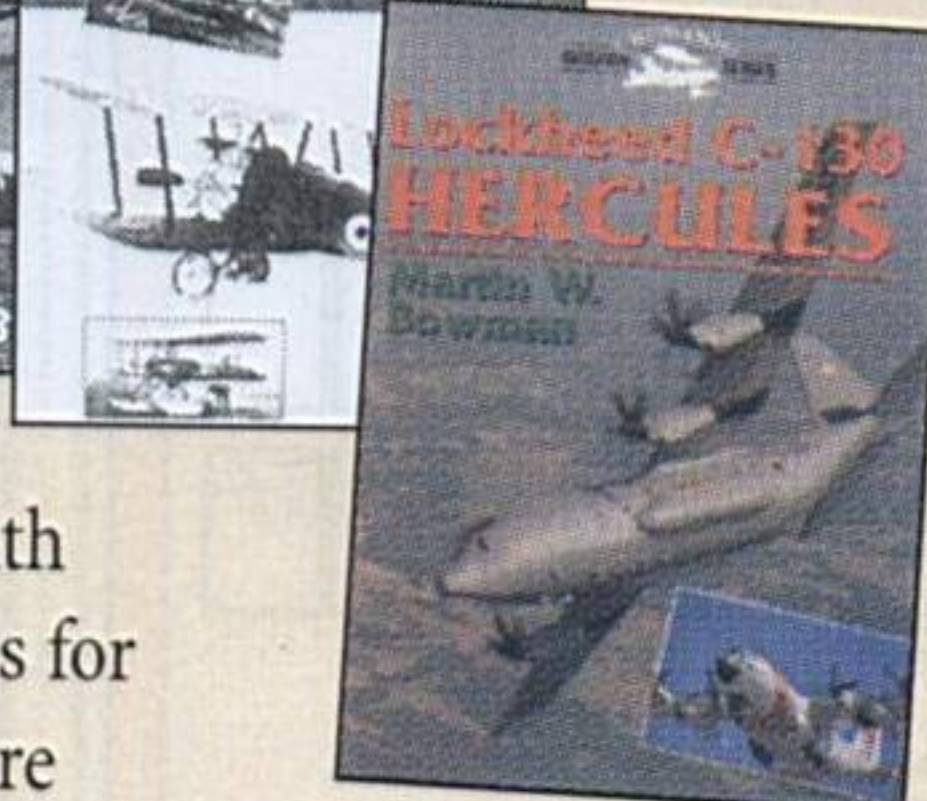
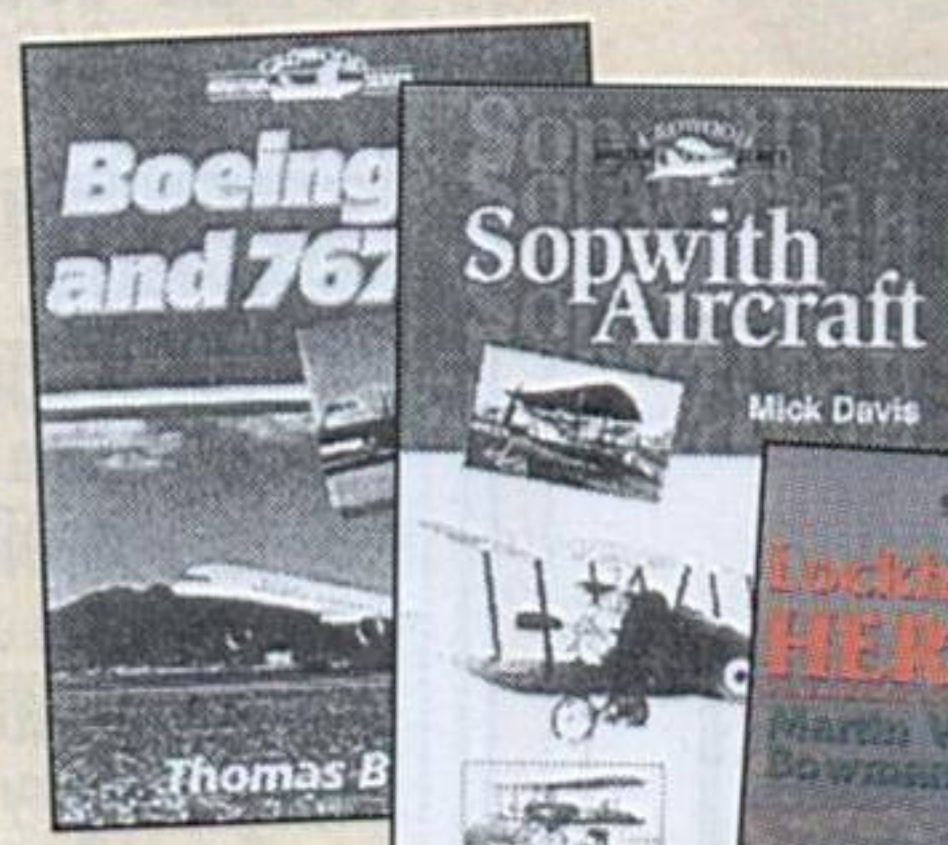
Each title will be reviewed in full next month, but in the meantime anyone interested in either of these titles can contact Osprey at:

Osprey Publishing Limited, 1st Floor, Elms Court, Chapel Way, Botley, Oxford. OX2 9LP  
Tel: 01865 727022 Fax: 01865 727017

Email: osprey@osprey-publishing.co.uk

### Crowood

The next three titles due in this publisher's Aviation Series are on the Lockheed C-130 Hercules, Boeing 757 & 767 and Sopwith Aircraft. The latter title retails for £25.00, while the other two are £29.95 each.



A full review will appear next month on these, but those interested in obtaining copies in the meantime should contact Crowood at:

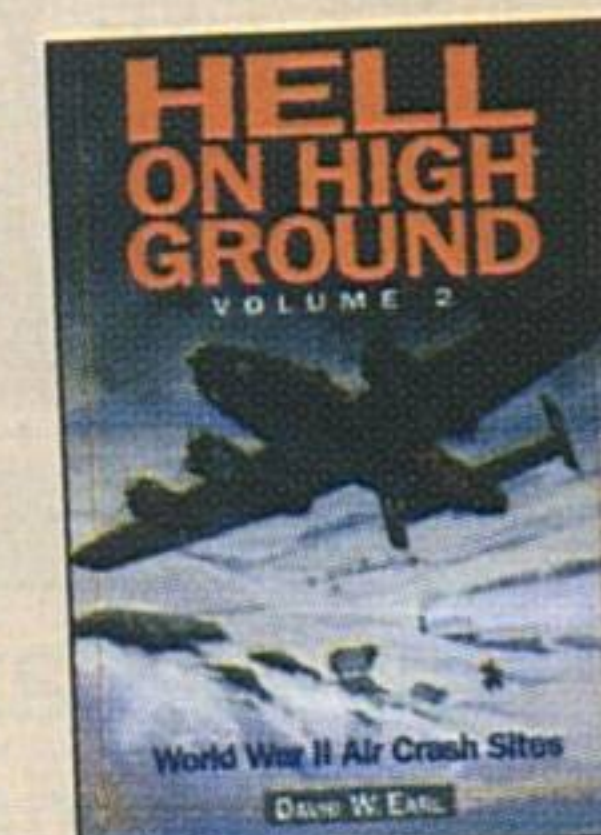
The Crowood Press, The Stable Block, Crowood Lane, Ramsbury, Marlborough, Wilts. SN8 2NR  
Tel: 01672 520320 Fax: 01672 520280

### Airlife

Volume two of the coverage of WWII air crash sites has now been produced by Airlife. This fascinating title lists crashes in the Peak District, Yorkshire Moors, the Lake District, Western Pennines, Isle of Man, South-West Moorlands, Scotland and the Highlands, the Border Hills, the Welsh Mountains, Northern Ireland and the Irish Republic and the Islands and Outer Hebrides. The 308 pages hold a mass of information and I am sure the title will be of great interest to many.

This title should be out by the time this is read and it retails for £16.95. For more information contact:

Airlife Publishing Ltd, 101 Longden Road, Shrewsbury, Shropshire. SY3 9EB  
Tel: 01743 235651 Fax: 01743 232944



### Cutting Edge

A new series of quick reference colour and markings guides have been announced by this manufacturer, and is called the 'Colortech' series. The first is on the Focke Wulf Fw 190A/F/G, and it is now available. The A5 format title has 22 pages of contents and a laminated card cover.

The artwork, by Tom Tullis, is superb and the title covers colour notes, factory applied schemes, national markings, propeller and spinner colours, cowling markings and bands, the various markings applied around the exhausts of the Fw 190, tail markings, fuselage bands, ground attack markings, wing markings and Reich Defence bands. These are followed by four excellent colour profiles and the final page offers common Fw 190 colours and a Luftwaffe colour cross reference guide to FS and current paint ranges.



### Ian K. Baker

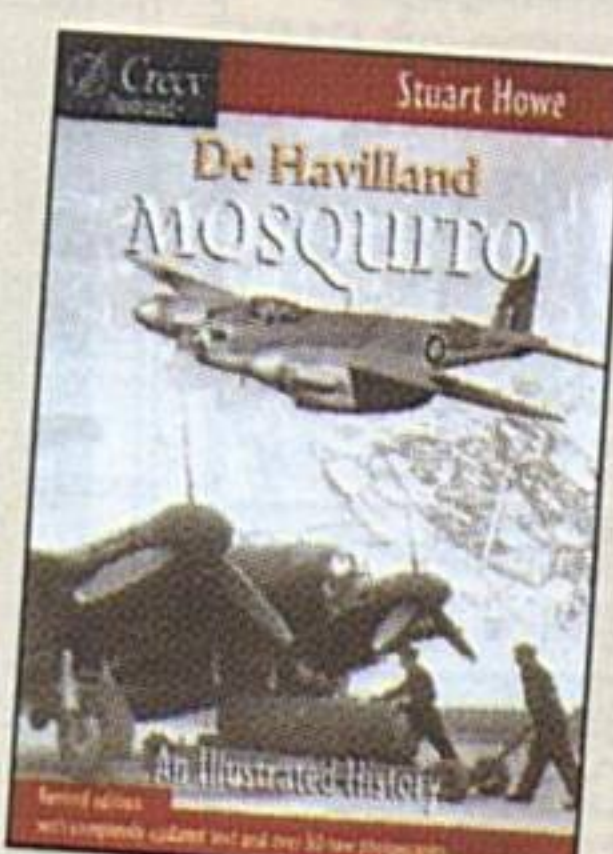
All those who have followed the excellent camouflage and marking series by Ian on Imperial Japanese Navy aircraft (1937-1945) which

have appeared in this magazine, may be interested to hear that a two-volume set of these features have now been released in Ian's Aviation History Colouring Book series.

### Crécy

The latest title from this publisher is a totally revised and updated version of the book on the de Havilland Mosquito by Stuart Howe. The title was originally published in 1992 by Aston, so if you missed it first time you should get this example. We will bring a full review of this title next month, but for now anyone interested in obtaining a copy should contact Crécy at:

1a Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH  
Tel: 0161 499 0024 Fax: 0161 499 0298  
Email: books@airplan.u-net.com





## Model Clubs!

If you would like to attract more members to your club, why not let people know where and when you hold your meetings via this page. Just write or fax the details to the editorial address, there are no charges!

### IPMS(UK) WEB SITE at

<http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby, DE 24 3ET. E-Mail [sue@ipmsuk.globalnet.co.uk](mailto:sue@ipmsuk.globalnet.co.uk)

● **AAM/IPMS PORTUGAL.** Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

● **THE ABERDEEN MODELLERS SOCIETY.** Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

● **ABINGDON IPMS.** For information contact Tony Clements on 01235 522893.

● **AERO SPACE & VEHICLE Club** Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

● **AVON IPMS.** Contact Stephen Lucas on 01454 316439 or Richard Reynolds on 01249 658522.

● **AVRO LANCASHIRE IPMS.** Contact Ian. D. Southwood on 01706 224 798 from <<mailto:ianD@KSouthwood.freemove.co.uk>>

● **BAY MODELLERS CLUB,** Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

● **BANBURY SCALE MODEL Club.** Contact Reg Gray on 01295 264875.

● **BARNET IPMS.** Contact Pete Stern (Secretary) on 0181 449 7854.

● **UMS (UNIVERSITY MODELLING SOCIETY)** Birmingham meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

● **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

● **CHELMSFORD MODEL CLUB.** Please note, that this club has merged with the Essex Scale Model Society (see entry elsewhere).

● **CHAPITRE REAL COTE (MONTREAL, CANADA).** For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: [jmarcp@megaweb.ca](mailto:jmarcp@megaweb.ca)

● **THE CLACTON BRANCH OF THE IPMS.** Contact Peter Terry on 01255 428653.

● **IPMS CLEVELAND.** Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

● **COVENTRY AND WARWICKS IPMS** meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: [eales.mob@aol.com](mailto:eales.mob@aol.com).

● **DERBY AND DISTRICT MODEL CLUB.** For information please contact Graham Price, 52 Bank Road, Matlock, Derbyshire. DE4 3GL.

● **EAST KENT MODEL CLUB MEETS IN RAMSGATE.** For details contact Stu Davies on 01843 867404.

● **EAST MIDLANDS MODEL CLUB.** Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

● **IPMS EAST NEUK Modelling Club** (in North East Fife). Contact Brian Murray, Tel. 01334 655131 for details.

● **IPMS GREECE** (Corfu Branch) Contact 0030 661 41506 or Fax 0030 661 41114.

● **ESSEX SCALE MODEL Society** (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.

● **ESSEX IPMS** (incorporating Harlow Scale Model Club). For information please contact Mr. J. Bawden 01279 860730.

● **"FAMAS"** (pronounced "Famous") journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

● **IPMS FENLAND/SPALDING MODEL GROUP.** Contact Peter Emms on 01775 767729.

● **IPMS PROVINCES OF FRANCE.** The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>

● **GLASGOW IPMS.** Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

● **GLOUCESTER IPMS.** Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

● **GRANTHAM MODEL CLUB.** Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

● **GUERNSEY PLASTIC MODELLERS GROUP.** Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

● **THE HARROW MODELLING SOCIETY.** Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.

● **HOBBY DEPOT MODELER CLUB.** Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

● **THE HORNCURCH BRANCH OF THE IPMS.** Contact K. Sparks, 8 Brockdish Ave, Barking, Essex. TG11 9DS.

● **ISCA SCALE PLASTIC MODEL CLUB - EAST DEVON.** Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

● **KEIGHLEY PLASTIC MODEL SOCIETY.** Contact John on (01535) 665722 or Eddie on (01535) 671192.

● **IPMS KENT.** For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

● **IPMS KINGSTON (CANADA).** Contact Tony on 389 4878.

● **LINCOLN MODEL CLUB (IPMS LINCOLN).** For more information, contact Ian Crawford on 01522 533380.

● **IPMS (CANADA) LONDON.** Contact Kerry Traynor on 1-519-453-4818.

● **LORDSWOOD (JUNIOR) MODEL CLUB** is meeting ever Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

● **LOTHIAN MODELLERS CLUB AND EDINBURGH IPMS.** For details contact Ian Hanratty on 0131 665 4087.

● **LUSO-FANATICS.** Quarterly newsletter about Portuguese Military Aviation, Contact Dr Rui Domingues. P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: [ruidom@mail.telepac.pt](mailto:ruidom@mail.telepac.pt)

● **MARITZBURG MODELLERS CLUB,** South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

● **MEDWAY MODELLING CLUB,** Gillingham, Kent. Contact Harry Greenwood, 01634-829531 or Alan Starkey, 01474-357064.

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● **MILTON KEYNES MODEL CLUB.** Contact Phil Smith on 01908 505988.

● **NORFOLK SCALE AIRCRAFT MODEL GROUP.** For information call John Turner on 01603 890595.

● **NORTH ESSEX MODELLERS.** Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

● **NORTH SOMERSET MODELLERS SOCIETY.** For more information ring Fred Tooke on (01934) 416798.

● **NORTH STAFFS MODEL CLUB.** Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

● **NORTH WALES MODELLING CLUB.** Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).

● **NORWICH SCALE MODEL GROUP.** For more information please contact John Turner on 01603 890595.

● **NOTTINGHAM AND DISTRICT IPMS.** Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

● **GREATER PETERBOROUGH MODEL CLUB.** For details ring Jim Sylvester on 01733 571728.

● **PLYMOUTH SCALE MODEL ASSOCIATION.** Contact Roger Haskell on 01752 267527 after 6pm.

● **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.

● **POOLE VIKING CLUB** (Inc Dorset IPMS) meets on the 1st Wednesday of the month from 7.30pm to 10.30pm at the Poole Civic Centre Club.

● **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB.** Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

● **SALISBURY IPMS.** Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilt, SP5 1SH. Tel 01980 862403.

● **SHROPSHIRE SCALE MODELLERS (IPMS TELFORD).** Contact Gary Stevens, 8 Whitmere Road, Shrewsbury. SY1 3BT.

● **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.

● **SOUTHEND-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031.

● **SOUTH LONDON SCALE MODEL CLUB.** For details please ring Eric on 0181 685 9110.

● **ST. EDMUNDSBURY SCALE MODELLERS.** Contact Rod Jones (Secretary) on 01284 - 766104.

● **STAFFORD IPMS MODEL CLUB.** For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

● **IPMS STE HELENE (MONTREAL, CANADA).** For information contact Jean Marc Perreault. Tel: 450 656 7243.

● **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

● **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

● **SUSSEX MODEL GROUP.** For information please contact 01403 782638.

● **SUTTON COLDFIELD MODEL MAKERS' SOCIETY** For more information contact Robert Day, 'Ashgrove', Diddley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

● **TAYSIDE MODELLING SOCIETY.** Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

● **THURROCK SCALE MODEL CLUB.** For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

● **IPMS TORONTO (CANADA).** Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

● **WALLINGFORD (IPMS).** If you would like to know more contact Paul Dean on 01844 215360, or George Clark on 01491 201902

● **WARRINGTON IPMS.** For details contact Dave Foxall on 01925 825619.

● **WATFORD SCALE MODEL CLUB.** For more information call Nigel Foster on 01582 667210.

● **WEST MIDDLESEX IPMS.** Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.

● **YORK & DISTRICT PLASTIC MODELS SOCIETY.** Contact Chris on 01430 873408 or Joel on 01904 766895.

● **SPECIAL INTEREST GROUPS (SIGS)** Nightgall. A new SIG for all those interested in Nightfighters. For more information contact Anthony Oliver on 01228 529297 after 6pm.

● **IPMS GULF WAR SIG.** Contact G Madgwick, 9 Hedgehill Road, East Challow, Wantage, Oxon. OX12 9SD. Tel: 01235 769746. Email: [gary@patrol-i-way.co.uk](mailto:gary@patrol-i-way.co.uk)

● **WINGS 'N' WIRES.** IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

● **SIGPMA** a new SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: [ruidom@mail.telepac.pt](mailto:ruidom@mail.telepac.pt)

● **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

### NEW CLUBS (FORMING)

New club being formed in the Lancashire area. For more information contact Richard on 01204 699379 or Dave on 01204 695375.

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## Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

● **JULY 4TH.** A Fort Full Of Models at Newhaven Fort, Newhaven, East Sussex.

● **JULY 18TH.** Wallington IPMS will be holding an open day at the Club Room, Adult Workshop, High Street, Wallington, Oxon from 11am to 4pm. 50p admission with all proceeds to charity. For more information contact Geoff Wakeham on 01491 833471, or George Clark on 01491 201902.

● **AUGUST 7TH.** Virginia Shootout, Model show and contest. Roanoke Airport Marriott. 2801 Hershberger Rd. NW. For information contact Tommy Carr (540) 345-2713 or E-Mail: TCarr83700@aol.com.

● **IPMS AVON.** The 10th Anniversary IPMS Model Show will be held on Sunday 15th August at The Pavilion, Bath. Further details from Stephen Lucas on 01454 316439.

● **AUGUST 22ND.** Leicester Model Show at the Y.M.C.A. Centre East Street Leicester from 10am to 4pm for more information contact: 0116 2107 640 or 0116 2333 238.

● **AUGUST 29TH** Northern Model Expo. Bolton School Exhibition Centre, Chorley New Road,

Bolton. Open 10am to 5pm. For details contact: Ray Ashworth (01204 669770), Dave Vickers (01253 822319).

● **SEPTEMBER 4TH.** IPMS Bampton Model Show 1999 will be held at the Corn Exchange, St. Ives, Cambs from 9 until 5. Enquiries to Phil Cater on umch@globalnet.co.uk or to Sam Bratby on 01487 830689.

● **SEPTEMBER 4TH AND 5TH.** 'International Mainzer Modellbautage' in the castle Kurfürstliches Schloß zu Mainz, Germany. Organised by the 1. Modellbaclub Mainz e.V. For further information contact 1. Modellbaclub Mainz e.V. "Intern. Mainzer Modellbautage 1999", Postfach 3306, D-55023 Mainz, Germany. Phone: +49 6190 72534 (after 7.00 pm).

● **SEPTEMBER 5TH.** AeroSpace & Vehicle Club Model Show at The Community Centre, Church Rd, Wombourne, West Midlands. Just off the A449. For details send SSAE contact J. Van Leerzem, 163 Bells Lane, Stourbridge, West Midlands. DY8 5DS.

● **SEPTEMBER 9TH.** Southwest Model Mania, Winston School (5707 Royal Lane 75229), Dallas, Texas 9am to 6pm. For information contact (972) 771-4588 or email harlow1@aolmail.net.

● **IPMS CLEVELAND MODEL SHOW** will be on the 11th September 1999 at the Priory Social Club, Maryton Road, Acklam, Middlesbrough. Doors open at 10am and admission will be £1 for adults with OAPS and children under 14 free.

● **CHILTERN SCALE MODEL CLUB** will be holding a model show at the Mosquito Museum, Salisbury Hall, London Colney, Herts. The provisional date is 12th September, for further details please contact

the show co-ordinator, Chris Russell, 55 Stagsden Road, Bromham, Beds. MK43 8PY.

● **IPMS (UK) LEICESTERSHIRE BRANCH** presents the 1999 Friendly Model Show at Broughton Astley Village Hall on Sunday 12th September 1999. Open 12am to 5pm. Adult admission £1.50, Juniors (16 and under) free when accompanied by an adult. Contact: 01455 284600 or 01455 284305.

● **12TH SEPTEMBER.** Sunderland Scale Model Club Model Show at the Nissan Social Club and Sports Hall, Washington, Nr Sunderland. 10am to 4pm. For more information contact 0191 5130489, 0191 548 7777, 0191 548 0744 or 0191 416 5742

● **SEPTEMBER 19TH.** Wings and Things '99. IPMS Fenland & Spalding Model Show. 10am to 4.30pm at Spalding Grammar School. For details call Pete Emms on 01775 767729

● **OCTOBER 2ND.** Luton Aircraft Enthusiasts' Fair will be held at the Vauxhall Recreation Club, Gipsy Lane, Luton, Bedfordshire from 11.00am to 4.00pm. Admission £1.20 for adults and 60p for Senior Citizens and Children. For more information contact Keith Manning 01372 725063 (evenings)

● **OCTOBER 9TH.** "My Favorite Model" Model contest. IPMS South Atlanta IPMS, Georgia USA. For details contact the Fayetteville Model Shop at (770) 719-8195.

● **OCTOBER 16TH TO 21ST.** Midlands Model Engineering Exhibition at the International Exhibition Centre, Donington Park, near Derby.

● **NOVEMBER 27TH ABINGDON IPMS SHOW.** 10am to 5pm. Preston Road Community Centre, Abingdon. Contact: Tony Clements. 01235 522893.

## Readers Classified

### For Sale

● **MODELLER MAGAZINES** (Kit, Modell Fan, Flugzeug, Modell Magazin) and books (most in German) for sale. For complete list write to Markus Richter, Ostlandstr.29, D-49661 Cloppenburg, Germany.

● **1/72ND SCALE AIRFIX KITS** for sale (£20) or swap for 1/48th scale kits or 1/72nd scale B52 or B36 (Monogram). Kits are: Saab Viggen, Jaguar GR1, Harrier GR3, Seaking, Me 262. P. Robinson, 2 North End Cotts, Roos, Hull, E Yorks. Tel: 01964 670492.

● **39 MAGAZINES.** Scale Model International April 1990 - March 1993. No.s 246-281 except no 272 (35 copies). No.s 200, 207, 283, 292 (4 Copies) Offers Please. Mr E. G. Stovold, 21 Denton Grove, Walton-on-Thames, Surrey, KT12 3HE. Tel: 01932 225215.

● **OSPREY AIRCRAFT OF THE ACES** 13 'Japanese Army Air Force Aces 1937-45' £7 and 'P-38 Lightning Aces of the Pacific and CBI £7, Aircraft Monograph 8 (AJ Press) 'Me 262 Schwalbe Pt. 1' £7, Wings of Fame Volume 4 (Hardback) £10, Volume 5 (Softback) £8 and Volume 7 (Hardback) £10. Also available programmes from 'Duxford Vintage '81', Duxford (14th September 1980) and USAF Mildenhall Air Fete '81 and '82, offers? Offers in writing via the Editor at the editorial address please.

● **SCALE AVIATION MODELLER INTERNATIONAL,** complete to Volume 4, not bound but good condition. £65 post extra at this price. Contact Paul Chown on 01243 263164.

● **COMPLETE, MINT, BOUND** Scale Aircraft Modelling, Scale Modelling, Military Modelling, Modelworld, Air Enthusiast. Complete sets only. Call

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● **FIGHTER AIRCRAFT WWI.** Rare book in excellent condition (Harleyford Pubs) £20. Contact 01325 356017 anytime.

### Wanted

● **STARSTRUCK MODELLER** needs 2-5 1/48th Monogram F-104 kits, unmade. Not too bothered about decals. Reasonable price, please "Loadsamoney" I'm not! Phone Martin 01902 665137.

● **'BUCCANEER' RESIN CONVERSION** (or source for same) to turn Italeri H-34 into S-58T Turbine version. Also VEB 1/100th kits of Il-14 and Tu-20 (Biar). Please contact John Macgregor on 01382 611450 or email JohnMacG66@hotmail.com.

● **ROYAL NAVY F-4/BUCCANEER** in 1/48th or 1/32nd scale, and also C-130/F-111 Raven in any markings. Contact Ian Collier 01674 675225 (Scotland)

● **DECALS FOR ARGENTINE CANBERRA BOMBER** Falklands era in 1/72nd. Can anyone help? Contact 0118 9862653 (Reading UK).

● **HAS ANYONE COMPLETED** the Paragon Merlin 85 conversion for the Tamiya 1/48th Lancaster as I'm after the redundant nacelles/props for a future project. Reasonable price paid. J.W.Rose, 12 Norbury Close, Marks Tey, Essex, CO6 1XN. Tel: 01206 212348.

● **CONTRAIL 1/72ND SARO LERWICK.** Gary Wenko, 10 Clement's Way, Beck Row, Bury St Edmunds, Suffolk. IP28 8AB Tel: (01638) 714543.

● **AIR PUBLICATIONS (AP'S)** and parts manuals on all military aircraft types. Specifically Vol 1 & 3's and Pilot's Notes. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address.

● **THIRD GROUP DECAL SHEET TGD48011.** I am willing to pay reasonable price or swap various items. John Collier, 23 Stonehill Close, Ranskill,

Retford, Notts. DN22 8NG.

● **RAREPLANES P-75 FISHER EAGLE KIT.** Unmade. Would exchange Scale Aviation Modeller Vol 1, No.s 5, 7, 9, 10 & 11, Vol 2, Nos 1, 2, 4, 5, 8, 10, 11 & 12 or your price. Phone 01444 870517 evenings or 01444 243072 days.

● **£25 PAID FOR MONOGRAM** Close-up No. 14, 'Japanese Cockpit Interiors'. M.G. Young, 10 Benville Avenue, Coombe Dingle, Bristol. BS9 2EA. Tel: 01179 685156 days or 01179 683810 evenings.

● **AIR BRITAIN:** The Stirling File and The Whitley File. Nicos Poncini Soldini 27, Ch-6830 Chiasso, Switzerland.

● **1/32ND SCALE REVELL MOSQUITO BOMBER** prefer unmade kit. Please contact. P. Addy, Flat 4 Oakwell House, 3 Springfield Terrace, Dewsbury. W. Yorks. WF13 2JW. Tel: 01924 465628.

● **MONOGRAM PAINTING GUIDE** to German Aircraft 1935-1945 wanted. Reasonable price please! Rodger French, 1 Northumberland Ave, Aylesbury, Bucks. HP21 7HG.

### Information

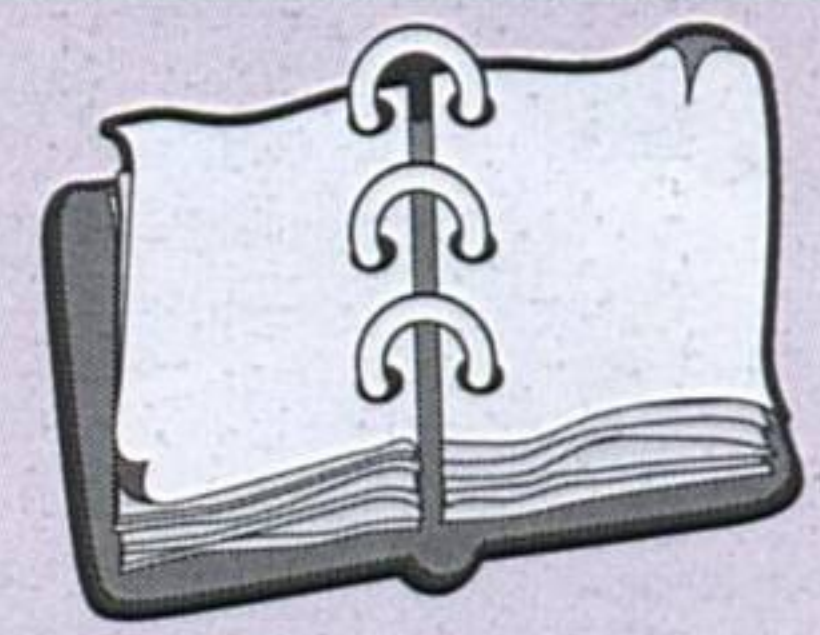
● **INFORMATION ON THE WAR YEARS** of the Marine Aircraft Experimental Establishment at Helensburgh (RHU) Scotland. Gary Wenko, 10 Clement's Way, Beck Row, Bury St Edmunds, Suffolk. IP28 8AB Tel: (01638) 714543.

● **INFORMATION/DIAGRAMS/PHOTOS** needed for a proposed B-52D diorama. Arclight/Linebacker periods of Vietnam War. I need photos drawings of ground equipment, big belly bomb clips, trailers and loading units. All costs reimbursed and material handled carefully and returned after copying. All assistance would be most appreciated. J Leadley, 3 Sandhill St, Darwen, Lancs BB3 2NB.

### Penfriends

● **I AM LOOKING TO CORRESPOND** with people about Matchbox Kitsets, in particular Matchbox Kitset Catalogues. What do you have in your collection. Thank you. Steven Brown, Bisham Abbey, Bisham, Nr Marlow Bucks. SL7 1RT. England.

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### 1999

July 4th ● A Fort Full Of Models, Newhaven

August 7th ● Virginia Shootout, Model show and contest

August 15th ● The IPMS Avon 10th Anniversary IPMS Model Show

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September 5th ● AeroSpace & Vehicle Club Model Show at Wombourne, West Midlands

September 9th ● Southwest Model Mania, Dallas, Texas

September 11th ● IPMS Cleveland Model Show

September 12th ● Chiltern Scale Model show

September 12th ● The IPMS Leicestershire Friendly Model Show

September 12th ● Sunderland Scale Model Club Model Show

September 19th ● Wings and Things '99. IPMS Fenland & Spalding Model Show

October 2nd ● Luton Aircraft Enthusiasts' Fair

October 9th ● "My Favorite Model" Model contest. IPMS South Atlanta IPMS, Georgia USA

October 16th to 21st ● Midlands Model Engineering Exhibition

November 27th ● Abingdon IPMS Show

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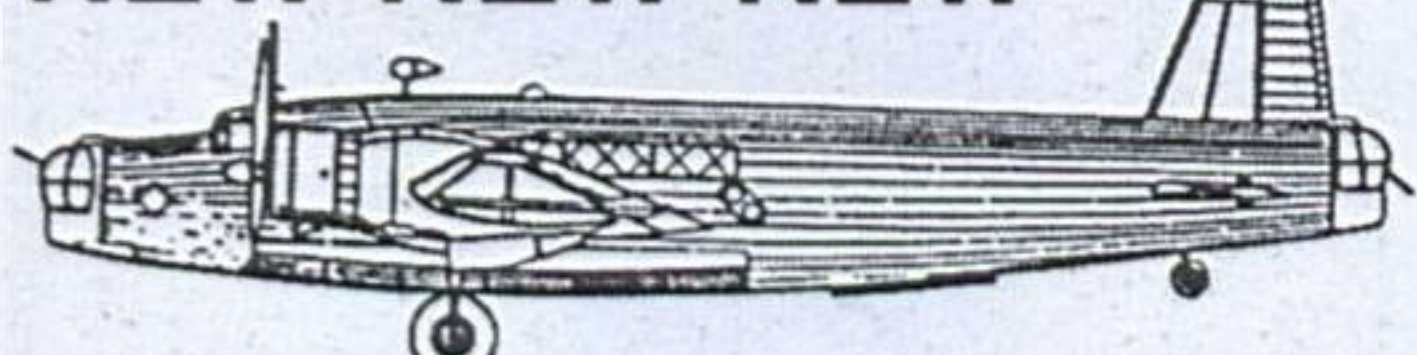
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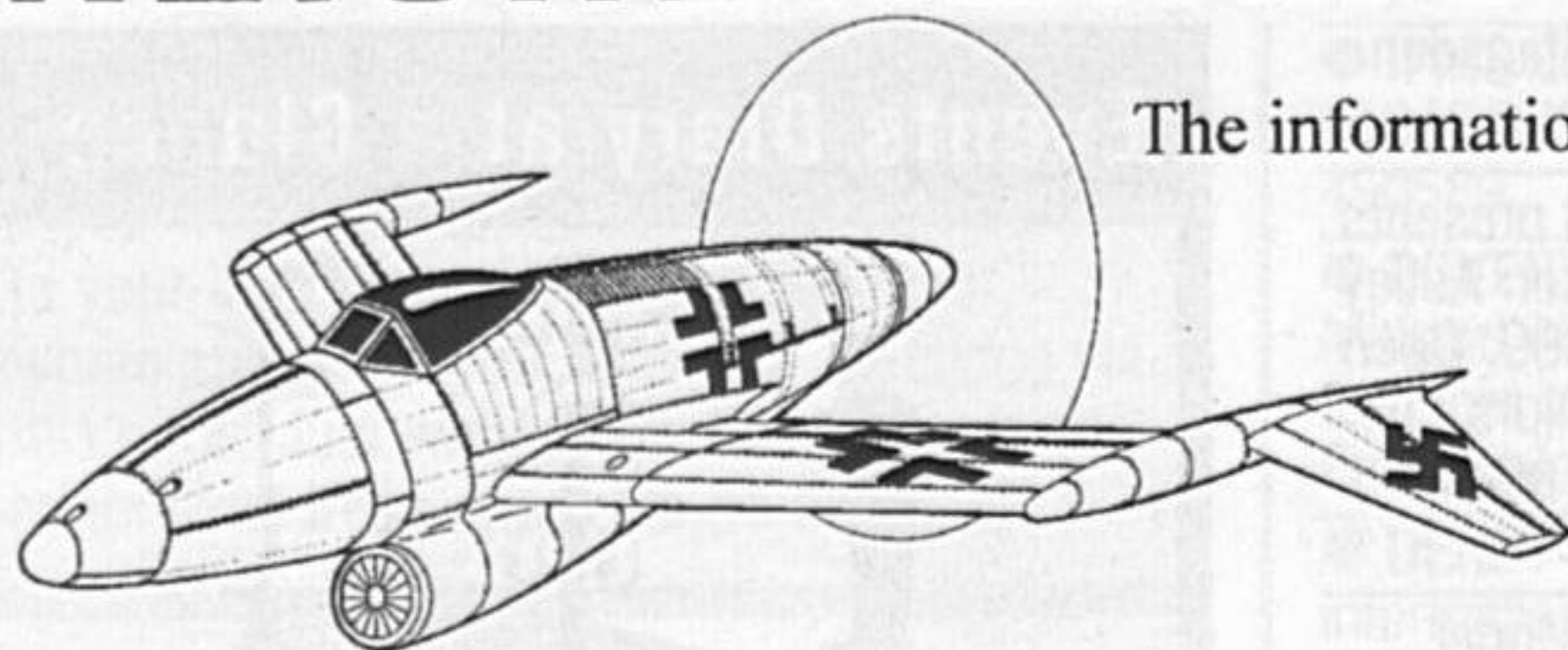
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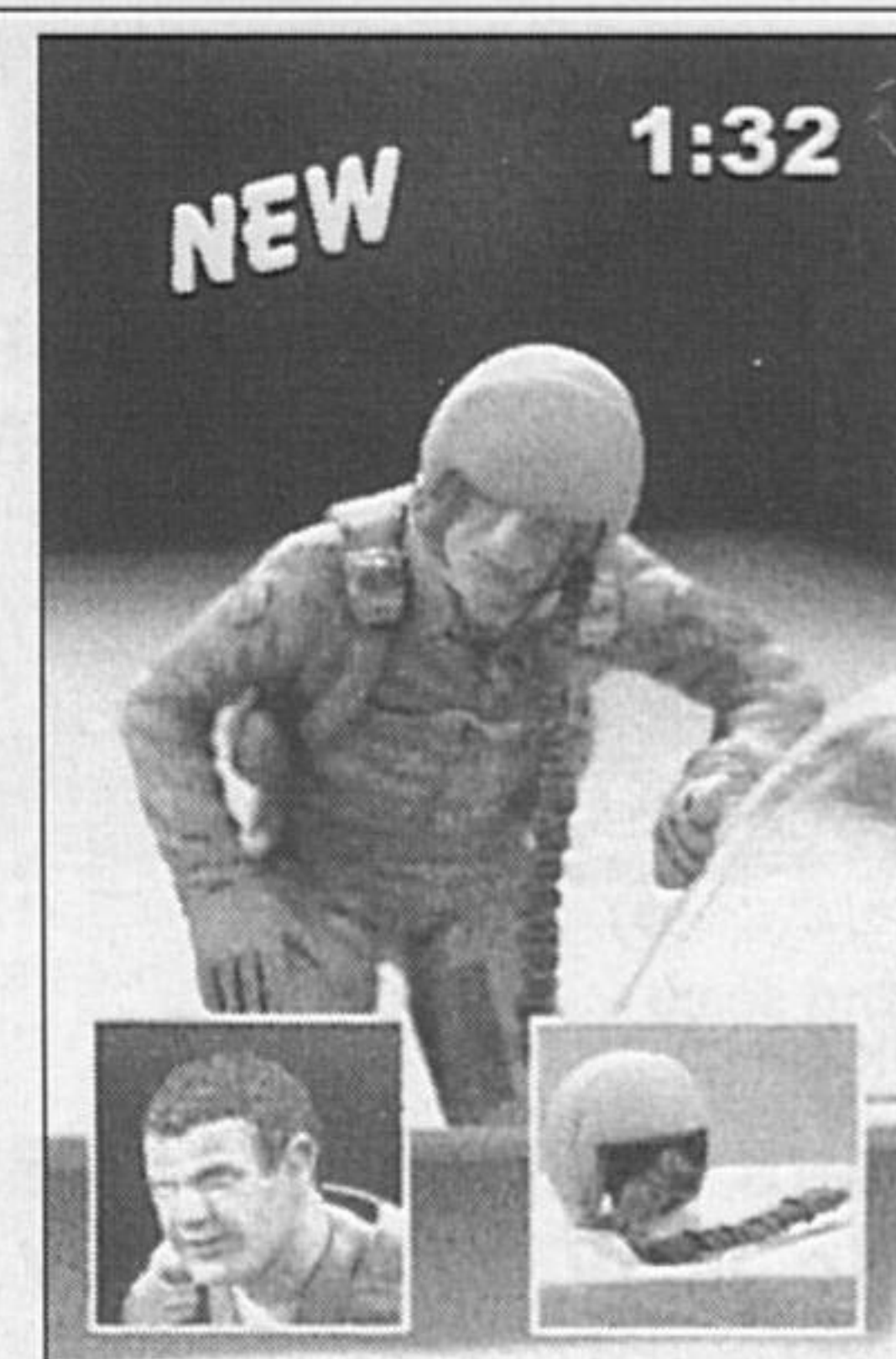


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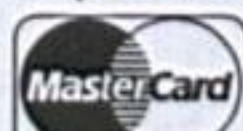
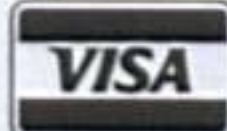
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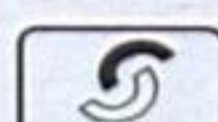
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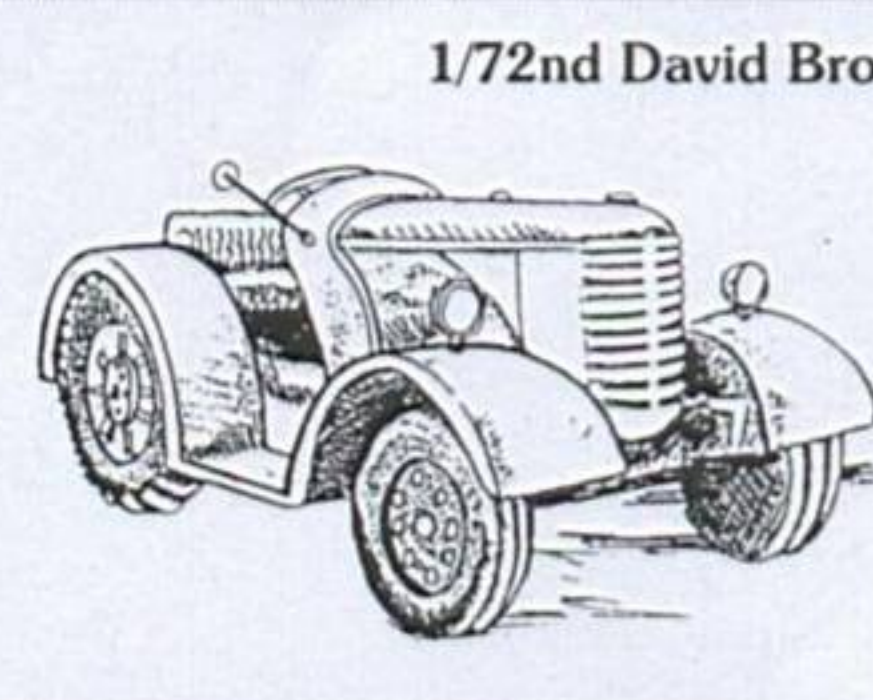
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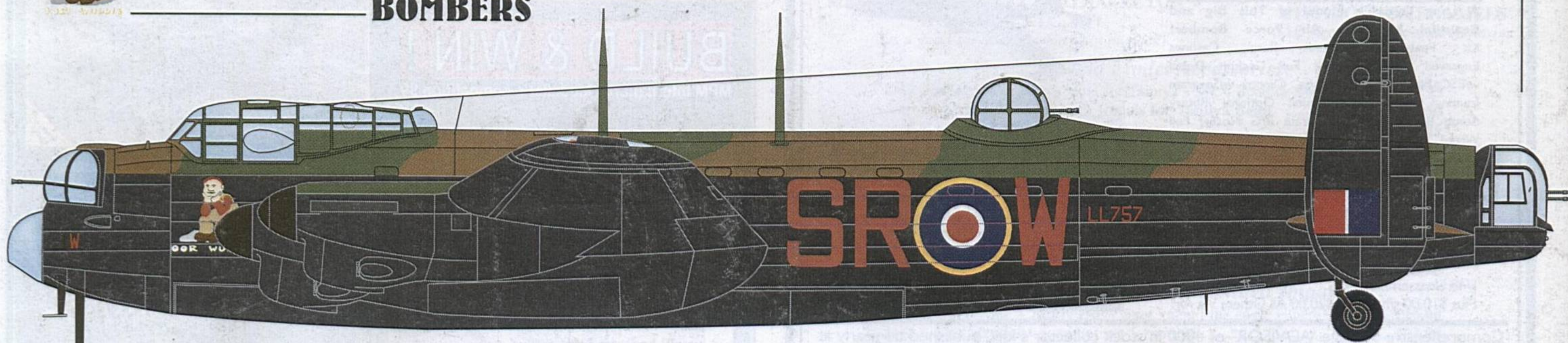
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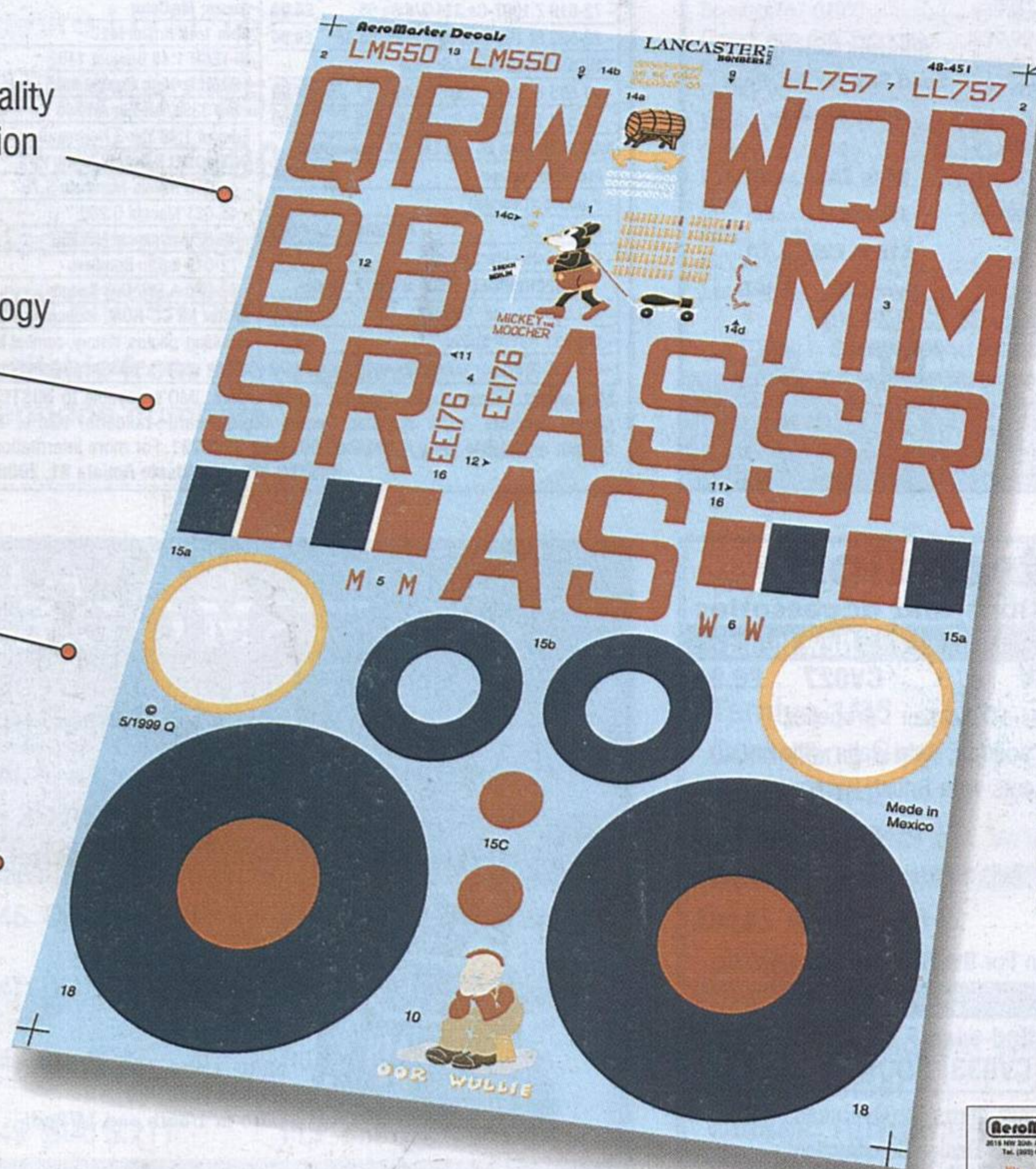
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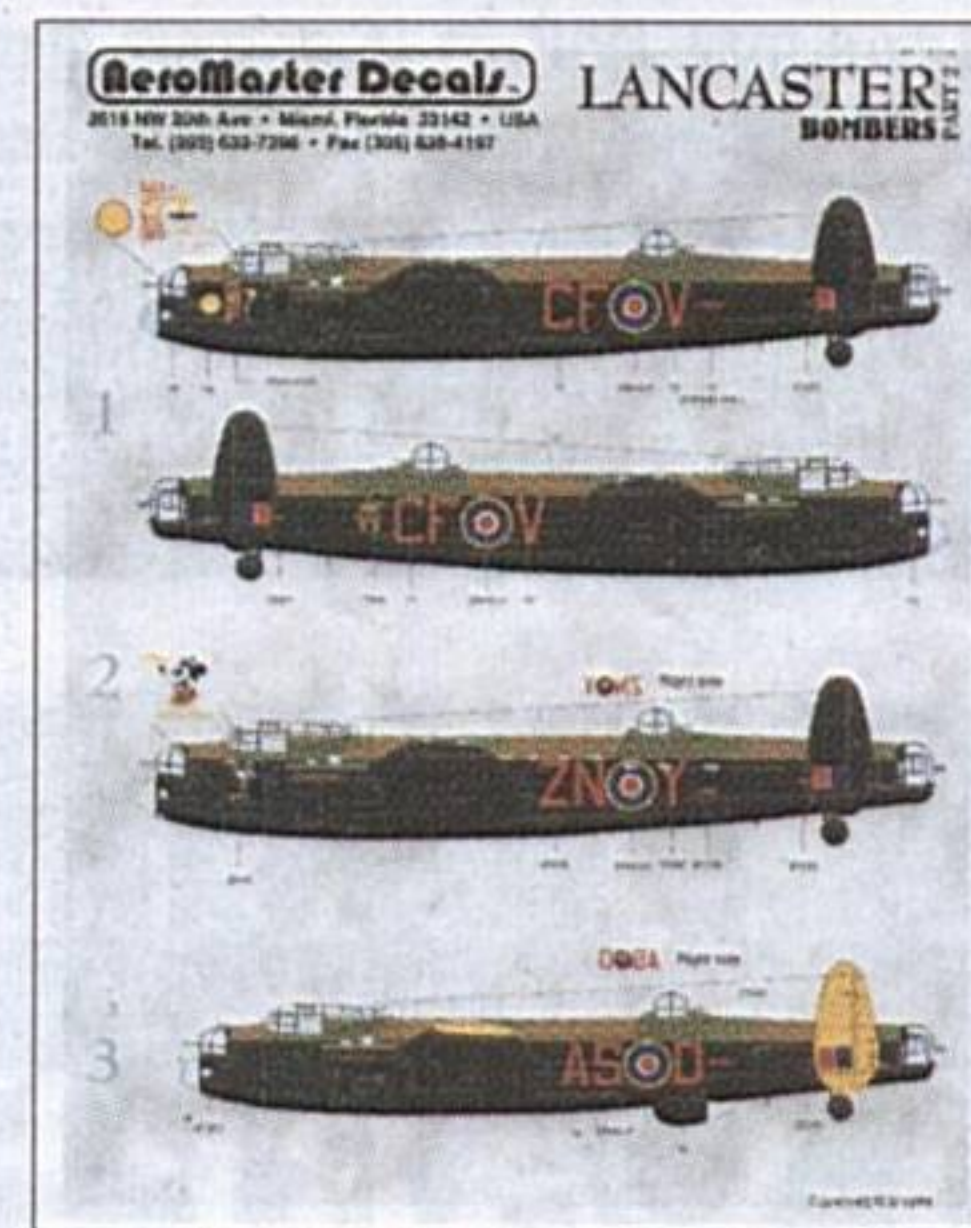
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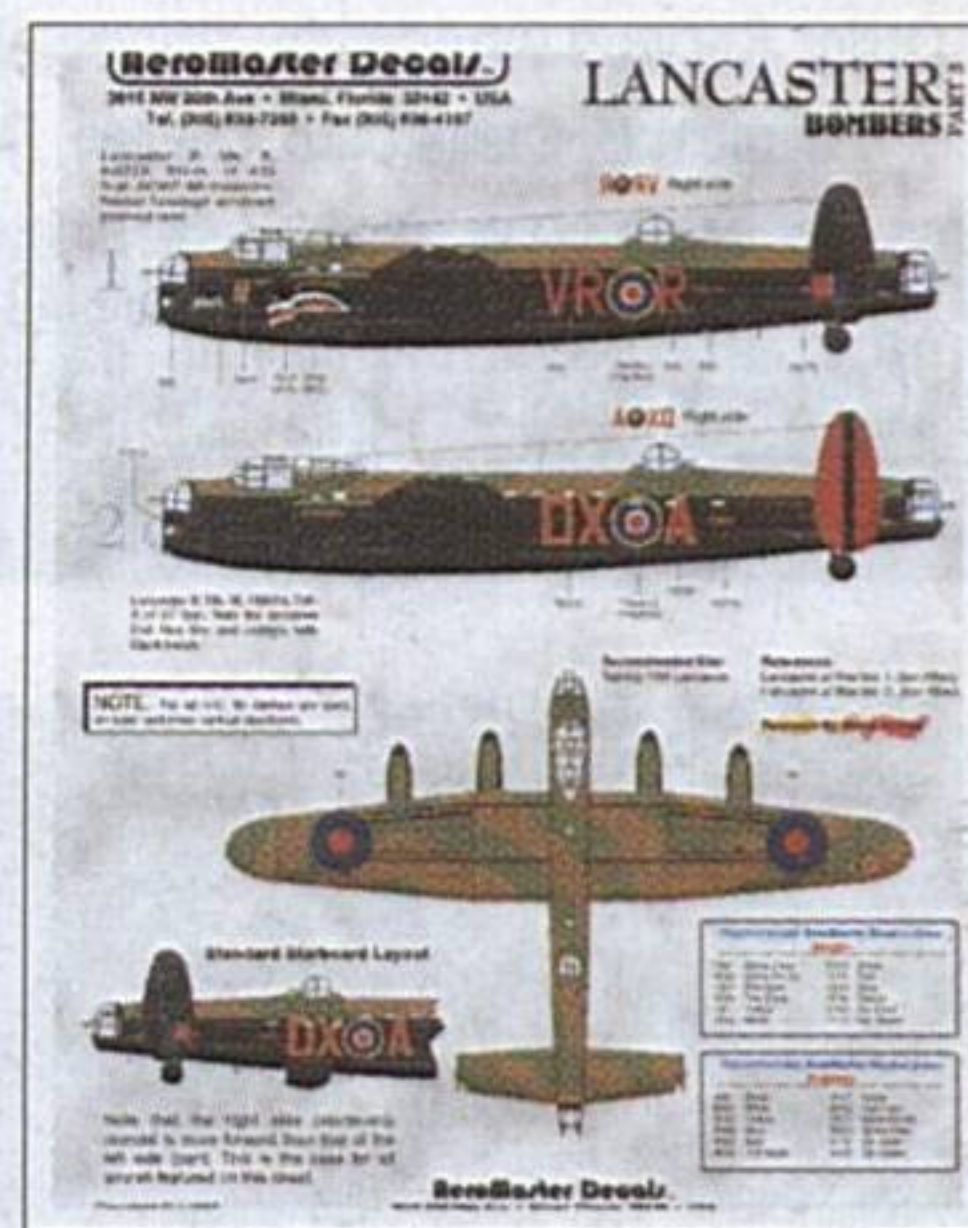
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